

CYCLE NEWS[®]

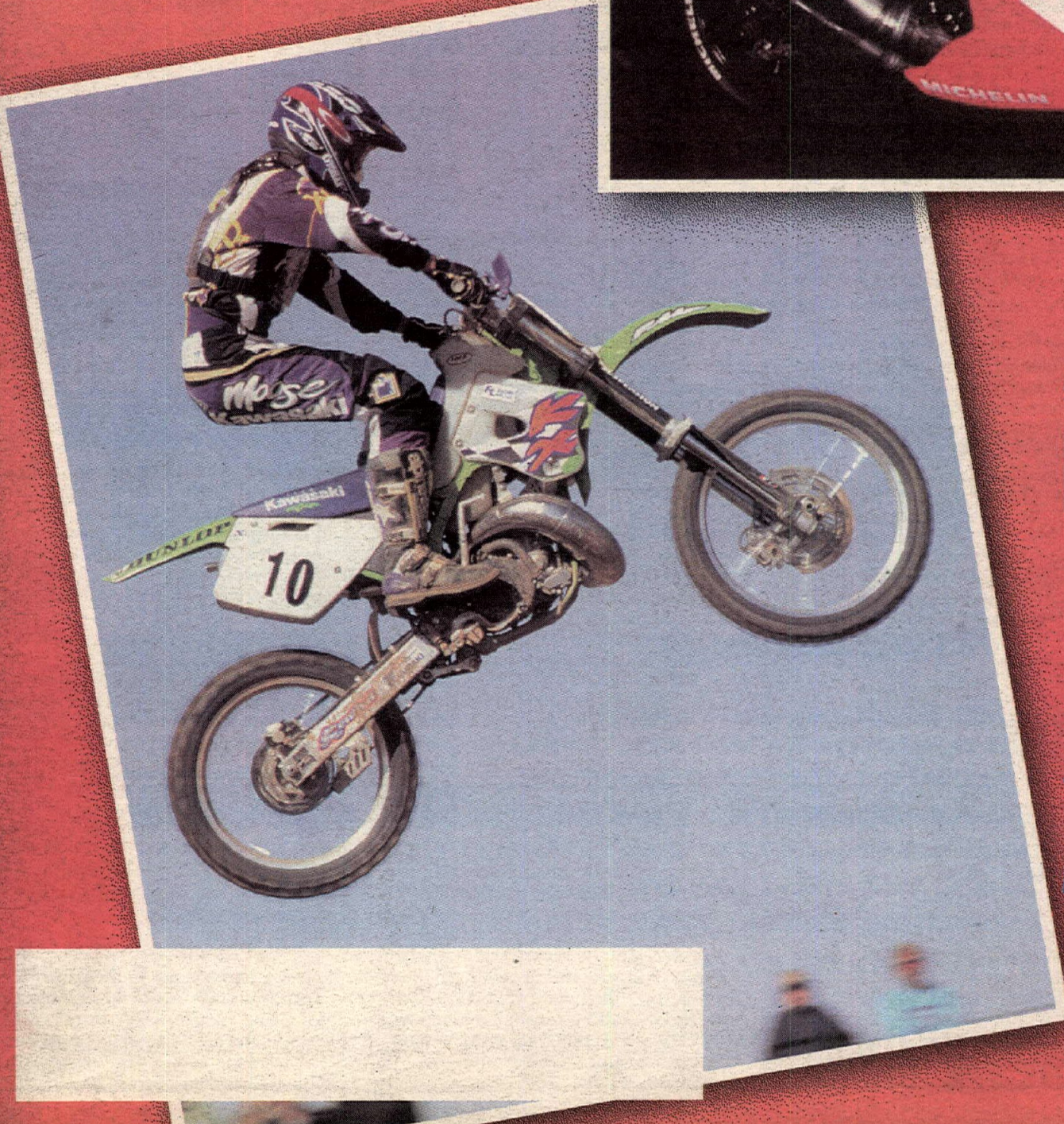
America's weekly motorcycle newspaper

February 19, 1997: Number 7

(outside the U.S. \$3.25) \$2.50

FIRST LOOK!

THE KING'S NEW HORSE



Adelanto Grand Prix
**Davis goes
5 for 6**

Milwaukee Arenacross
**Antunez regains
points lead**

Ty Davis (Kaw) won the opening round of the AMA National Hare Scrambles Championship Series in Hollister, California, on February 9, with a one-minute, 43-second margin of victory over defending series champion **Rodney Smith** (Suz). Smith sustained a chest injury during the event, but held on for second over teammate **Steve Hatch** (Suz). Team Suzuki's newest recruit, 250cc World Enduro Champion **Paul Edmonson**, started last but worked his way up to third before running out of gas and settling for fourth at the finish. Brothers **Brian** and **Patrick Garrahan** (KTM) finished fifth and sixth, respectively.

Michael Brandes (Yam) and **Craig Decker** (Kaw) were the big winners at the fourth round of the GFI Winter MX Series at LA County Raceway in Palmdale, California, on February 9. Brandes scored the 125cc Pro win over Decker, and **Jeff Willoh** (Yam), while Decker came back and topped the 250cc Pros over **Rusty Holland** (Kaw) and **Donald Upton** (Yam).

Scott Plessinger (KTM) was the overall winner at the seventh round of the AMA Mid-South Winter Hare Scrambles Series in Waverly, Tennessee, on February 9. **Duane Conner** (Yam) finished second followed by **Doug Blackwell** (Yam), **Mike Sampson** (Kaw) and **Barry Hawk** (Suz).

Rick Ryan (Suz) won both the 125 and 250cc Pro classes during the CMC Golden State Nationals at the Marysville Motocross Riverfront Park in Marysville, California, on February 9. Ryan topped **Jeff Pestana** (Kaw) and **Jake Windham** (Suz) to win the 125cc class before beating **Scott Meyers** (Kaw) and **Scott Davis** (Kaw) in the 250cc class.

Spaniard **Carlos Checa** emerged from the four-day IRTA Grand Prix tests in Shah Alam, Malaysia, on February 4-7 as the fastest of the 500cc riders, clocking a 1:24.4 on day three. Checa and his Honda Pons NSR500 clicked off some 225 laps before skipping the final day of the test on February 7. Checa just edged Power Horse Yamaha's **Luca Cadalora**, with the Italian logging a 1:24.5 on the third day of testing. The lap record at the circuit is held by Japan's Tadayuki Okada, who lapped at 1:25.102 in last year's Malaysian Grand Prix on his 500cc V-twin Honda. Following Checa and Cadalora were Honda Pons' **Alberto Puig** at 1:24.7 and Power Horse Yamaha's **Troy Corser** at 1:25.6; Corser also had his first 500cc crash on the final day, though he escaped without injury. Rainey Yamaha's **Norifumi Abe** was fifth-fastest at 1:25.8. Repsol Honda's Michael Doohan and Alex Criville, and Lucky Strike Suzuki's Anthony Gobert and Daryl Beattie didn't participate, instead concentrating their efforts on private tests in Australia.

The fastest of the 250cc GP men in Malaysia was former World Champion **Tetsuya Harada** on the factory Aprilia. Harada lapped at 1:25.9 to best teammates **Marcellino Lucchi** (1:26.1) and **Loris Capirossi** (1:26.4). Three-time World Champion and Shah Alam lap record holder (at 1:25.994 in last year's GP) **Max Biaggi** circulated at 1:26.6 on his Marlboro-backed Honda NSR250. The next IRTA tests are scheduled for March in Jerez, Spain.

The **Kenny Roberts Group** now has a home page on the World Wide Web. The site, which currently features information and photographs of the new Modenas KR3 500cc Grand Prix bike (see Wind box), can be found at the following address: <http://www.roberts-group.com>.

The AMA has announced that **Kinko's Inc.**, the leading global retail provider of document management and business services, will sponsor a new award in the AMA Superbike Series racing, paying \$500 to the privateer who turns the fastest lap in each race. "We at Kinko's are happy to be part of the AMA Superbike Series, and we're glad we can help support privateer racers," said Brad Krause, president of Kinko's western division. "We have a special place in our hearts for these entrepreneurs. Our involvement with motorcycle racing has been very positive and we hope to strengthen our ties with the sport and its fans." Kinko's also sponsors Team Kinko's Kawasaki which participates in the AMA Supersport Series.

National ICE Speedway Champion **Scotty Brown** is recuperating from a broken leg sustained in a benefit exhibition ride at Riverfront Stadium in Cincinnati, Ohio, on February 2. Brown was participating in an FBI-sponsored "Race Against Drugs" to benefit 3000 underprivileged children in the Cincinnati/Daytona area. Brown, who is currently promoting speedway events in the Midwest, says he still plans to reopen the historic Mathias Raceway in New Philadelphia this summer.

According to **Mansson Technologies**, AMA 250cc GP road racers who use Mansson's weight-saving kits will be eligible to win money via the Mansson \$10,000 contingency program. "250cc riders were the first to respond to Mansson Titanium when it was introduced four years ago," said company founder and president Reynolds Mansson. "Our success is due to the exposure that Rich Oliver and other 250 riders have given us. They made us the number-one source for titanium in America. This is my way of saying thanks." In addition to the contingency program, Mansson's race-support truck will be at most AMA rounds this season. For more information, call 408/370-9529.

Trials legend **Mick Andrews** is entered to ride in the AHRMA/Speed & Sport National Motocross on Saturday, March 1, at the Florida Motorsports Complex in Ocala, Florida. Andrews will also attend AHRMA's off-road awards banquet and is likely to compete in the AHRMA trial on Thursday, March 6, again at Ocala.

Expedition guide Roger Pattison is looking for riders to join him and others for a back-trails ride down into Mexico's infamous **Copper Canyon**. You must bring your own trials bike, or rent one. A pack mule will be provided to carry your gear. The next trip leaves from El Paso, Texas, on February 18, and returns on February 28. "Serious, hardy, adventuresome, intermediate-plus skilled trials riders only need inquire," Pattison says. For more information on this event, and other future Copper Canyon rides Pattison has planned, call 505/985-2374, or 1-800-862-4181.

Professional model **Leeann Tweeden** has officially joined the PACE Motorsports announcing team and will serve

Fogarty fastest in Australia

While the official factory Ducati squad may have opted out of the first of the World Superbike winter test sessions at Sentul last week, they didn't appear any worse for it at Australia's Phillip Island circuit.

Using the '97-spec 996cc engine with new cylinder design, lead rider Carl Fogarty set the fastest time of the three-day test session, held February 4-6. After experimenting with a variety of setups - different weight distributions and fork offsets - Fogarty's best time of 1:34.615 came on the final day of testing, bouncing back fully from his fourth-gear, 125-mph crash on the first day of testing that destroyed one of his bikes and left him with a suspected broken finger.

"We suspect a mechanical failure at the injection system," team manager Virginio Ferrari said of what was likely a stuck throttle.

"I may have a little fracture at the base of the fifth finger," Fogarty said. "I refused the X-ray examination, but I had a little pain the following days. But I haven't any problems continuing my work on the track."

While Fogarty's teammate Neil Hodgson also posted impressive times on the new machine - fourth-fastest on a time of 1:34.954 despite ongoing wrist problems - even more impressive were the times of Yamaha factory riders Colin Edwards II and Scott Russell, second and third fastest, respectively. The Texan dogged Fogarty's times throughout the test and in the end was only a little over two tenths off Fogarty's lap-record-beating time, turning in a 1:34.872 on the final day. Just a few ticks behind at 1:34.900 was Russell, who, like Fogarty, crashed earlier in testing but was uninjured.

In stark contrast to their impressive test-leading results at Sentul one week ago - admittedly in the absence of the Ducati effort - Honda's John Kocinski and Aaron Slight found themselves trailing all the other teams except Kawasaki, with Kocinski finishing the test on the fifth-fastest time, a 1:34.957, having also suffered an earlier crash. Apparently suffering from food poisoning, Slight only managed a 1:35.149, although this was still faster than the 1:35.445 lap record he set in 1996.

Kawasaki-mounted Piergiorgio Bontempi came next, turning in a 1:35.230 to beat his personal record at the track by a second, followed by the only official riders unable to beat Slight's record, Simon Crafar (1:35.529) and Akira Yanagawa (1:35.838).

Paolo Gozzi

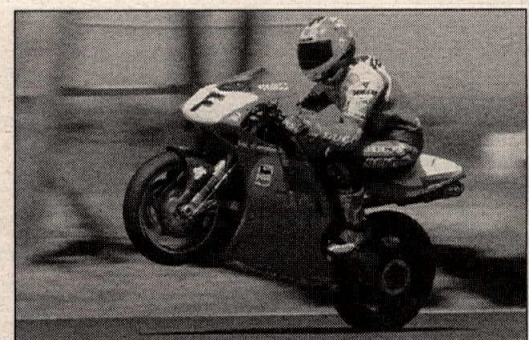


PHOTO BY LOU MARTIN

as floor correspondent for the rest of the 1997 AMA Supercross Series. Tweeden has modeled for Venus Swim Wear and Frederick's of Hollywood, and also co-hosts a fitness show on ESPN2.

Just before this issue went to press, we received word that **Rick Asch**, Kawasaki's motocross race team suspension technician, is leaving the company. Asch, who has been with Kawasaki for over 10 years, will leave Kawasaki to join Precision Preparation Inc. (PPI), the same southern California-based car racing company that now employs former Kawasaki Team Green manager Mark Johnson. Asch's departure from Kawasaki comes just two weeks after Kawasaki's race team manager Roy Turner announced that he would be leaving the company. Kawasaki has yet to name a replacement for Turner.

Team 20/20 Racing has signed road racer **Mike Ciccotto** to ride its Kawasaki ZX6R in the AMA 600cc Supersport Series. The South Carolina racer will be joined on the team by Maryland's David Rose. Rose will ride a Honda CBR600 F-3.

The Mid-Atlantic Road Racing Club (MARRC) has finalized its road racing school schedule for the 1997 season. The schools, which will be taught at Summit Point Raceway in West Virginia, will begin on May 3 with schools to follow on June 14, July 19 and October 4. All the schools will be run in conjunction with CCS and AHRMA races at Summit Point at a cost of \$120. For more information, call 301/933-2599.

PACE Motorsports will put \$1000 into the Cycle News Clayton Foundation Golf Tournament, scheduled for Daytona Beach, Florida, on March 4. PACE will sponsor a closest-to-the-pin contest at the tournament which will be held at the Indigo Lakes Golf Club, just down the road from Daytona International Speedway. For more information, call 770/934-7850.

Advanstar Expositions has announced that the **30th Annual Dealernews International Powersports Dealer Expo** will move from Cincinnati, Ohio, to a larger, single-building facility of the Indiana Convention Center and RCA Dome in Indianapolis, Indiana, in 1998. This year's expo will take place in Cincinnati, beginning on February 15.

Moto-TransPro is offering a \$400 package for the Gainesville AMA 250/125cc National Championship MX and Daytona Supercross rounds in Florida in early March. The \$400 gets your bike and equipment to and from those races, including the use of all on-board support equipment and racing fuel. MTP is also offering a 13-event National package for \$2600. All East Coast riders interested in racing the California rounds of the series can also call about a two-race package. For more information, call 408/462-5786.

Motocross racer **Doug Stone** suffered a compound fracture of his elbow in round two of the AMA Supercross Series at the Los Angeles Coliseum. Stone is hoping to be ready for the AMA National Championship MX Series.

The 1997 AMA Amateur National Motocross program is set to begin with thousands of riders gearing up for spring qualifying rounds en route to the AMA Youth & Amateur National Motocross Championships August 4-9 at Loretta Lynn's in Hurricane Mills, Tennessee. Area qualifiers are held across the country. For more information, call 614/891-2425.

The greatest increase of supercross spectators from one year to another took place in round three of the AMA Supercross Series in Tempe, Arizona, according to event promoters. In 1991, the last time the series visited Sun Devil Stadium, some 19,000 people attended the event - that grew to 63,656 for this year's race.

PACE Motorsports has announced that all amateur supercross events scheduled to run in conjunction with the AMA Supercross Series have been postponed for the 1997 season, except for the event scheduled for April 14 in Pontiac, Michigan. According to Roy Janson, director of supercross operations for PACE, the amateur program will return after a comprehensive amateur racing program has been completed.

J. Witty, 50, died on September 19, 1996, from a heart attack at his home in Eustis, Florida. Witty, a former Dade County police officer, was a longtime off-road rider, competing in dual sport, enduro and hare scrambles events.

Several famous racing venues will be included on the 1997 AMA dirt track racing series schedule, a series which begins on February 28 at Oglethorpe Speedway in Savannah, Georgia. The 17-event **Hot Shoe Championship Series** includes races at Daytona Beach Municipal Stadium, the Indiana and Illinois State Fairgrounds and the historic Peoria Motorcycle Clubgrounds. The series will include 750 and 600cc Expert Pro classes, combined with 600 and 250cc Pro-Am classes with selected events also including Harley-Davidson 883 races. For more information, call the AMA at 614/891-2425.

Motocrosser **Davey Yezek** fractured his 12th vertebra and suffered a broken foot at Perris Raceway in Perris, California, on February 2. Cards and letters can be sent to Yezek at Riverside General Hospital, Room 309, Riverside, CA 92503.

Mike Corbin has announced that he has obtained the necessary permits to celebrate the 50th anniversary of the 1947 **Hollister motorcycle gathering**. Corbin's ride is scheduled for July 4 in Hollister, California. For more information, call 408/633-2500.

Tulare Cycle Park will host a vintage TT on Saturday, February 22, the day before the AHRMA Vintage Motocross on February 23. For more information, call 209/685-0503.

With the AMA/MBNA Superbike Series scheduled to start February 14-16 at Phoenix International Raceway in Phoenix, Arizona, Smokin' Joe's Racing's **Miguel DuHamel** and **Doug Polen** are at the top of the list of active riders with Superbike National victories. DuHamel and Polen are tied for fifth with 13 victories, one behind Eddie Lawson. **Fred Merkel** heads the all-time win list with 20 victories, the last of which came in 1986. Wayne Rainey is second on the list with 16, followed by

Freddie Spencer's 15. Polen, meanwhile, is tied with Spencer for AMA Superbike pole positions with 18.

AHRMA's 1997 rulebook is now available on-line through the organization's site on the World Wide Web (<http://www.ahrma.org.com>)

Spanish World Trials Champion **Marc Colomer** (Mon) closed the gap on 1997 World Cup Indoor Trials Series points leader **Doug Lampkin** (Bet) with his home-country victory in Barcelona, Spain, on February 8. As a result, Lampkin's lead in the series has been reduced to only four points, 91-87. **Amos Bilbao** (G-G) finished third.

The final round of the AMA/PJ1 National Arenacross Series by MSR/Answer is set to be televised live, according to Mike Kidd Promotions. The series-ending Denver, Colorado, round will be shown as it happens on the Speedvision satellite network at 9:30 p.m. EST. It was a longtime goal to get our PJ1 National Arenacross Series televised," MKP president Mike Kidd said. "I think this season we proved that we have a TV audience that enjoys the close and intense racing of Arenacross. It makes for a great show. Now with the opportunity to showcase our sport with a three-and-a-half-hour live television special, this not only adds credibility as a national-caliber sport, but offers valuable exposure for our sponsors, riders and teams."

Muzzy Kawasaki's **Doug Chandler**, **Tommy Hayden** and **Todd Harrington** and HyperCycle Suzuki's **Jason Pridmore** and **Mark Miller** tested new Dunlop tires at Las Vegas Motor Speedway on January 27-28, with Chandler recording a 1:38.9 best over the two days, a bit off his 1:37.529 pole position time set at last year's AMA National. Chandler tested three compounds of 17-inch front slicks, three compounds of 16.5-inch rears and three compounds of 17-inch rears. Hayden's best superbike time was a 1:41.6 and his 600cc Supersport best was a 1:44.1; Harrington, meanwhile, logged a 1:42.37 on his 600cc Supersport-spec Kawasaki. Pridmore had his first outing on the HyperCycle Suzukis, posting a 1:41.47 on the GSXR750 (under Aaron Yates' pole time of 1:42.342 set last year) and a 1:41.82 on his GSXR600 (Andrew Stroud's pole time of a year ago in the 600cc Supersport class was a 1:42.923). "Coming into the HyperCycle Suzuki team, I knew I'd be on the best bike out there, but I was pleasantly surprised to be under both track records first time out," Pridmore said. "My team assures me they can make the bikes even better - I can hardly wait for the season to start." Miller, meanwhile, lapped at 1:42.57 on the 750 and 1:43.95 on the 600.

OPENED: Nitrous Oxide Systems' home page on the World Wide Web. The site can be found at the following address: <http://nosnitrous.com>.

NAMED: Greg Lasiewski as Kawasaki Team Green parts coordinator. Lasiewski will handle racing parts in road racing, off-road and motocross.

AUTOGRAPH SIGNING: At Plainfield Kawasaki in Plainfield, Indiana, on February 14 from 7 to 8 p.m. Team Kawasaki's Jeff Emig, Damon Huffman and Ryan Hughes are scheduled to appear. For more information, call 317/839-2391.

RESCHEDULED: The 1997 GFI Winter Series North/South Showdown to March 23 at Perris Raceway in Perris, California. The change is due to flooding in Northern California. For more information, call 909/653-4042.

The Modenas KR3

Scheduled to take to the race track for the first time this week, photos and information regarding Kenny Roberts' new three-cylinder 500cc Grand Prix motorcycle were released by Marlboro on Friday, February 7, with the bike being labeled the Modenas KR3. The V-three is a collaboration between Marlboro Team Roberts and Modenas, a Malaysian manufacturer of 110cc street bikes, and is being built in Roberts' new facility in Banbury, England.

"Modenas is a very ambitious, forward-thinking company, just like ourselves," three-time World Champion Kenny Roberts said. "Their people are looking to the future, so they were immediately interested in joining forces with us. I've been very impressed during my visits to their headquarters and I know this project is going to be extremely fruitful for both companies. We want to work with the best people and so do they, so we make a great partnership."

Designed and engineered by Marlboro Team Roberts and TWR (a road and racing car design, engineering and manufacturing company that now runs the Arrows Formula One team which will field World Champion Damon Hill this season), the KR3 is the first motorcycle to come from Britain's Formula One car industry. Roberts calls the project "the most exciting thing I've done since I stopped racing. It's as close as I've ever got to going into battle with my helmet on."

Work started on the KR3 in May of 1996, it was fired up for the first time on December 14, and the bike is scheduled to make its racing debut in the Malaysian 500cc Grand Prix on April 13 in the hands of Kenny Roberts Jr. and Jean-Michel Bayle. Designed by Australian Warren Willing, the KR3 is unique among current 500cc GP bikes in that it uses a three-cylinder design, rather than the four- and two-cylinder engines currently employed by Honda, Yamaha, Suzuki, Aprilia and Elf/Swissauto. The Roberts Group opted for a V-three design because they feel a triple offers the ideal power-to-weight ratio for modern race tracks, allowing them to take advantage of current GP regulations which allow three-cylinder bikes to weigh 33 pounds less than the fours. With its claimed weight of 264 pounds (11 pounds over the minimum), Roberts and crew are hoping that while the bike will produce less peak horsepower than the four-cylinder competition, it will also be lighter, more maneuverable, more aerodynamic and more controllable, offering better power delivery and better tire life.

Although the majority of the motorcycle was designed and built by Roberts and TWR, the KR3 will use outside vendors for some components - Brembo brakes, Ohlins suspension and Marchesini wheels. Roberts' team has also opted to use Michelin tires on the new bike.

Roberts had the first ride on the bike in December, but has since given way to Roberts Jr. and Bayle, both of whom have had limited time on the machine.

"Wow, this thing is fast," was how Roberts Jr. summed up his initial impression of the KR3. "It was real hard to keep the front end down. I was pretty surprised how fast it was first time out, though I guess I knew all along that the bike would live up to expectations. My vision of how it is going to turn out is really good. I'm really, really confident in Warren (Willing), Mike (Sinclair), my dad and the rest of the team, so I know this is going to be the best bike out there. Up until I rode the bike at the end of January, all I'd seen were some pictures, plus a handlebar my dad gave me for Christmas. But even the first time out was great."

Modenas chairman Y.Bhg. Tan Sri Dato' Seri Yahaya Ahmad is also highly enthusiastic about the companies' new venture: "This is a strategic alliance in our effort to build a meaningful presence in the world motorcycle market," he said.



(From left to right) Jean-Michel Bayle, Kenny Roberts and Kenny Roberts Jr. pose with the KR3.

BORN: Zachary James George, to longtime Arizona motocrosser Jim George and his wife Trish on February 4 in Arkansas.

CANCELED: The Sidecar Racers Association event at the AMA Superbike National at Laguna Seca Raceway in Monterey, California, April 18-20, due to track-time limitations. The SRA will be holding its first race of the season at Willow Springs Raceway in Rosamond, California, April 19-20. For more information, call 916/339-1778.

AUTOGRAPH SIGNING: At Honda/Suzuki/Kawasaki of Ocala in Ocala, Florida, on February 28. Members of Team Kawasaki, Team Suzuki, Honda of Troy, SplitFire/Pro-Circuit Kawasaki, Moto XXX, Performance Engineering and AXO are scheduled to appear. For more information, call 352/732-8531.

OPENED: Neanderthal Cycle Salvage's home page on the World Wide Web. The site can be found at the following address: <http://www.cycle-salvage.com>.

STOLEN: 1996 Honda CR125 Honda of Troy motocross bike, VIN #JH2JE0107TM702471. The bike was stolen from a trailer the week of January 27 in Fort Lauderdale, Florida. For more information, call Tim Shea at 954/972-1028.

CORRECTION: Allen Wenzel was not appointed to the AHRMA Board of Trustees, he was elected to the position in a democratic process, according to AHRMA executive director Jeff Smith.

AUTOGRAPH SIGNING: At Slo City Cycles in San Luis Obispo, California, on February 14 from 4 to 9 p.m. Team Green's Ty Davis and Larry Roeseler are scheduled to appear. For more information, call 805/541-1714.

HIRE: Chris Maida as editor of Thunder Alley and Hot XL magazines, by TAM Communications. For more information, call 203/425-8777.

OPENED: California Superbike School's home page on the World Wide Web. The site can be found at the following address: <http://www.superbikes.com>.

MOVED: Hinson Clutch Components, to 1630 W. 11th St., Unit E, Upland, CA 91786, 909/946-2942 (phone), 909/985-2301 (fax).

OPENED: GNC Motocross' home page on the World Wide Web. The site can be found at the following address: <http://www.gncmx.com>.

OPENED: The Pike's Peak International Hillclimb home page on the World Wide Web. The site can be found at the following address: <http://www.ppihc.com>.

CYCLE NEWS

America's weekly motorcycle newspaper

Volume XXXIV

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Cycle News (USPS 141-340) is published weekly except the last two weeks of the calendar year for \$50.00 per year by Cycle News, Inc., 2201 Cherry Avenue, Long Beach, CA 90806. Periodicals Postage Paid at Long Beach, CA and at additional mailing office. Canada Post International Publications Mail #546615.

POSTMASTER: Send address changes to Cycle News, P.O. Box 498, Long Beach, CA 90801-0498.

To determine the expiration date of your subscription, check the four numbers on the first line of your address label. The first two digits indicate the last issue number you'll receive and the last two characters indicate the year of the last issue.

Subscription rates: Rates for the United States and its possessions for one year, (50 issues), \$50.00; two years (100 issues), \$95.00; six months, (25 issues), \$26.00; trial sub (15 issues), \$19.00. Canada and Foreign, one year (50 issues), \$90.00; two years (100 issues), \$175.00; six months (25 issues), \$45.00; trial sub (15 issues), \$38.00.

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Printed in U.S.A.

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VOICES LETTERS TO THE EDITOR

Smail fan

After attending the first three rounds of the AMA Supercross Series, our fondest memory (and I am certain most attendees) - above the highlights of the merry-go-round of winners and the "ghost" finish of Brian Deegan - was the thumping-thunder four-stroke of Lance Smail.

I have never seen such ovations, lap after lap, for any rider. Lance, we looked forward to seeing you in all the events - qualifiers, semis and LCQs included. Thanks for entertaining us.

Robert and Michele Hewitt
Canoga Park, CA

Kurt Liebmann

I just read my new *Cycle News* (Issue #5, February 5) with the In The Wind item regarding Kurt Liebmann.

I don't know Kurt Liebmann, but I do know that motorcycling and road racing have been his life. I first met Kurt racing at Mosport in 1962 and I believe he'd already been racing for several years at the time. Like you, he grew up with a racing father... racing is Kurt's life. He still races, rather competitively, as you must know, and can probably claim about as long a string of unbroken racing participation as anyone.

Under these circumstances, I strongly object to your decision to humiliate Kurt among his peers by informing us all of his admittedly tawdry but apparently harmless caper (certainly a crime without a victim). I believe that Kurt enjoys a reputation as a pretty solid guy. I would think that you could find more deserving candidates to tear down, if that's your mission. Please keep to *Cycle News*, not *Cycle Inquirer*.

Bruce Finlayson
Madison, WI

Bruce, the name of this publication is Cycle News and not Cycle Only-Good News. Unfortunately, situations like this arise and it's part of our job to report them. We'll also be the first to report if Liebmann is indeed found innocent of the charges against him... Editor.

Bimota News?

Bimota News and its staff wish to express their disapproval in reporting the arrest of Kurt Liebmann in your February 5 issue.

We feel that an organization has the

responsibility to draw the line at a particular point. We feel that you crossed over the line in this circumstance. Regardless of the outcome, Mr. Liebmann has been severely damaged by this report. Mr. Liebmann is honored and respected by thousands of motorcyclists who have seen him race and know him over his longstanding career.

We hope that you will reconsider future reports of this type and print news that will keep to a higher standard.

Michael R. Cecchini
Editor/Bimota News
mrcengr@erols.com

Sir Alan

I just wanted to let you know that it's great having Alan Cathcart providing his input to *Cycle News*. Who better to give us the scoop first, straight up? I can think of no one who has ridden, tested, or evaluated more street and race bikes than him.

I was concerned that the money I put as down payment for a Triumph T595 may not have been money well spent, but after reading Cathcart's test (Issue #4, January 29) - I know I made the right decision.

Dale Houck
m1ist@aol.com

Go, Lance, go

We would like to commend Lance Smail on his efforts in attempting to qualify for the Seattle Supercross on his KTM four-stroke. When Lance was racing in the Last Chance Qualifier, everyone in the stands - all 54,540 of us - were really pulling for him. We were very impressed with his positive attitude - even after he failed to qualify for the main event, he still waved and thanked the crowd for their support.

Keep trying, Lance, we know you can do it.

Raeleen Wehrman
Selah, WA

Potty mouth II

This is in regard to Jeff Harders' letter about Mat Mladin's language (Issue #4, January 29) in *Cycle News*. Harders has no right to be so quick to judge a person because they use language that he doesn't agree with. This is the 21st Century, not the early 1900s. Censorship is not admired now as it was back then.

We don't need propaganda from anyone in the media.

Cycle News is a professional publication, which I have been subscribing to since I began riding motorcycles. It had the best coverage then and it still does. Because they directly quote a person, they are giving it to the public as straight as possible. I for one appreciate Cycle News' honesty and by using &%\$# symbols they are doing their best not to offend anyone.

I would also like to thank Cycle News for all the support it has given to the motorcycling community - especially for the supercross and motocross coverage.

Michael Sickenius
cycokenius@aol.com

McGrath #1

Jeremy McGrath is the first true number one that is out for the sport, and not himself. He left Honda because they wanted to own him. After giving them nine championships, you would think they could relax and realize that he was loyal and here to stay.

Now that he is riding a Suzuki, I heard people booing him in the first two rounds and calling him a traitor. It is not the bike, it's the rider who has won nine titles. He could win on a KTM. My son and I have been close to Jeremy since 1991 and he totally idolizes him.

Do people realize that when Jeremy left Honda he didn't even have a ride or a guaranteed salary, much less the perks he got from Honda. He is trying to better the sport by showing professionalism that few riders will even understand.

Jeremy got his big break from Mitch Payton at Pro Circuit and now he's right back there, giving back to the sport and the shop that supported him in the beginning.

Wayne, Stephanie and Cory Branch
Ramona, CA

Letters to the editor should be sent to *Voices, Cycle News*, P.O. Box 498, Long Beach, CA 90806-0498, faxed to 562/427-6685 or e-mail, editor@cyclenews.com. Published letters do not necessarily reflect the position of Cycle News, Inc. Letters should not exceed 200 words and all letters are subject to editing. Anonymous letters will not be considered for publication. All letters should contain the writer's name, address and daytime phone number ... Editor.

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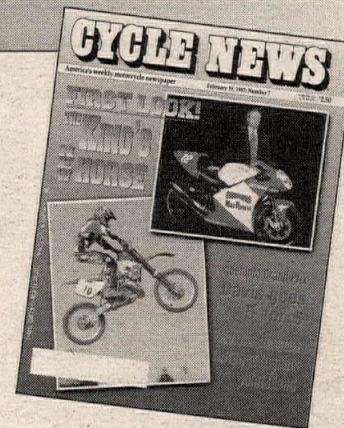
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ON THE FRONT COVER

Team Green's Ty Davis launches his Kawasaki over a jump at the Adelanto GP. Photo by Tom Van Beveren. The Modenas KR3 - King Kenny Roberts' three-cylinder GP bike. Photo by Henny Ray Abrams

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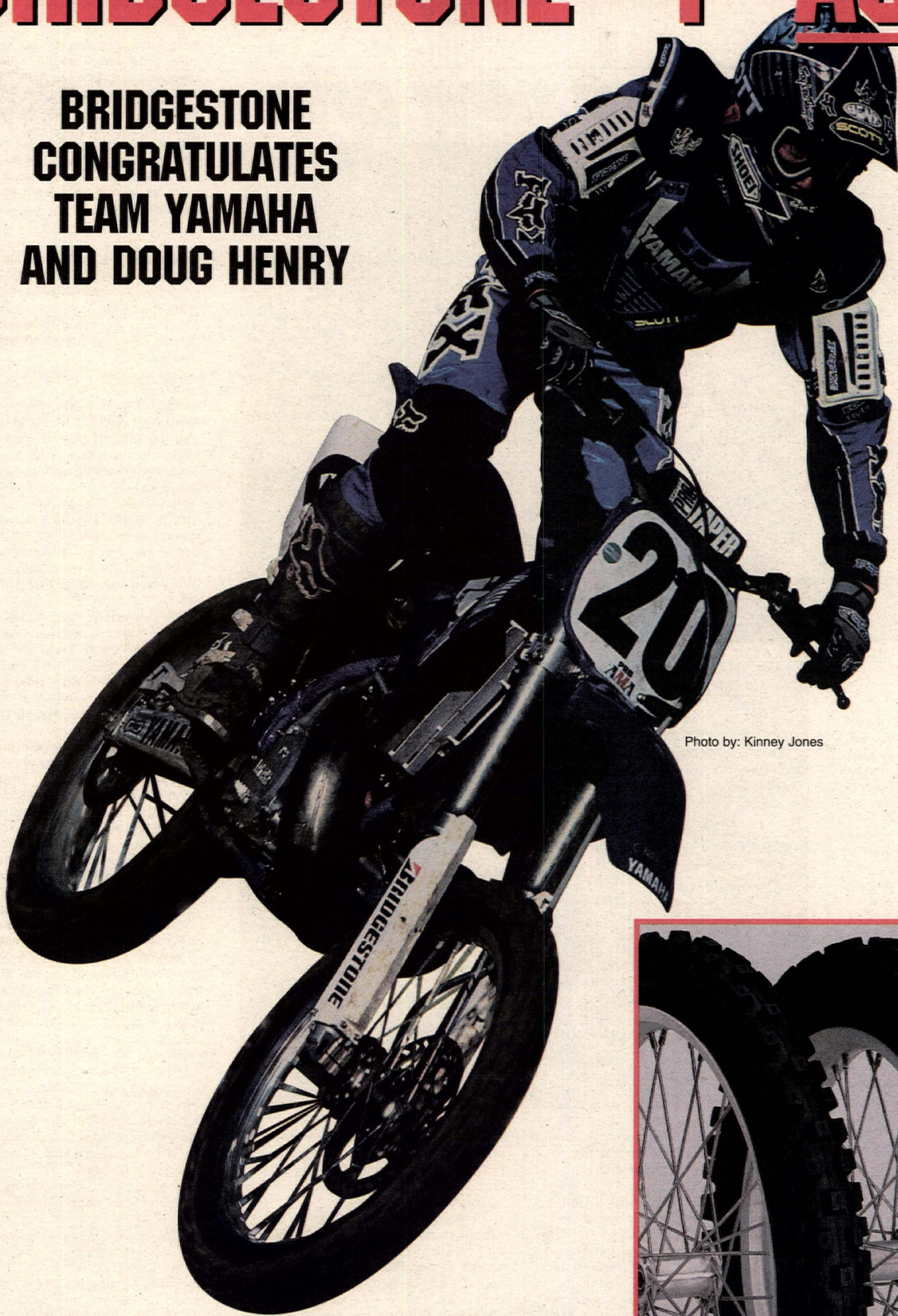


Photo by: Kinney Jones

Congratulations to Team Yamaha and Doug Henry, on their victory at the Seattle AMA Supercross. Bridgestone advanced tire technology was part of the winning formula.

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Antunez gets a new grip



(Left) Buddy Antunez (19) put together a pretty consistent weekend to regain the series points lead at the AMA/PJ1 National Arenacross Series rounds in Milwaukee, Wisconsin. Antunez grabbed the 250cc win on Friday night.

(Below left) Jeromy Buehl put forth a Herculean effort to snatch Friday's 125cc main-event win from Antunez and thus claim his second main-event win in as many weeks.

By Scott Rousseau

MILWAUKEE, WI, FEB. 7-8

After the last three weekends of racing in the AMA/PJ1 National Arenacross Series by MSR/Answer, it would seem that things were beginning to go Buddy Antunez's way.

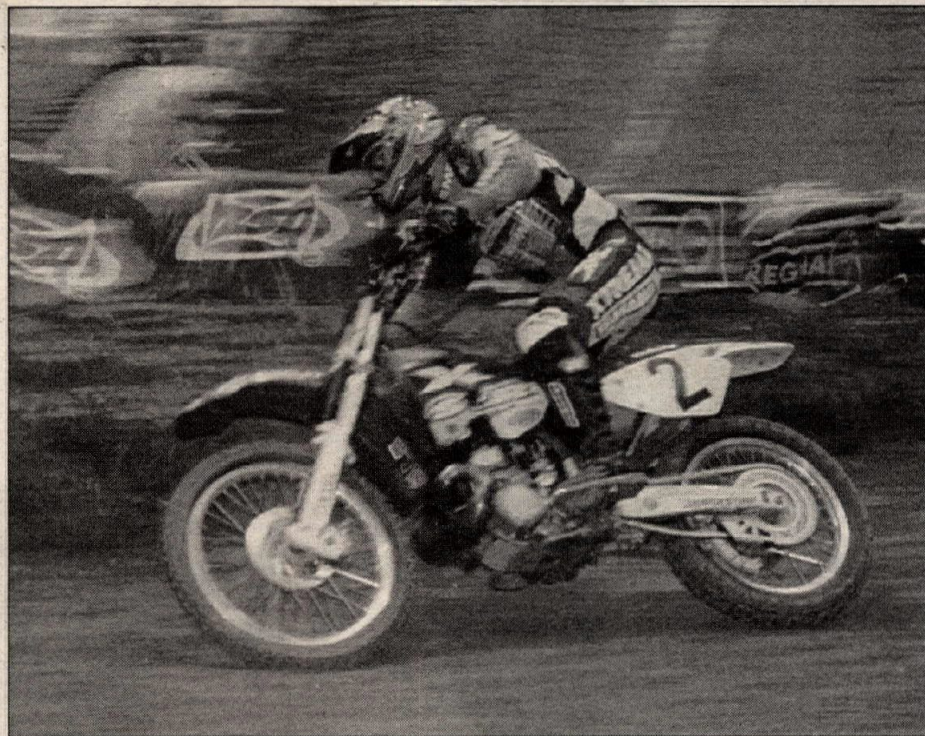
After claiming victory in three of eight main events over the past two rounds, Antunez's precarious points lead over main rival Cliff Palmer quickly grew from two to 12. Appearances were that the fat lady could start singing any day.

But the notes were choked off as Antunez rolled into the Wisconsin Center Arena down on points to Palmer after receiving a disqualification at the Winston-Salem, North Carolina, rounds for failure to obey a safety flag. The title chase was once again up for grabs, and both Antunez and Palmer were highly motivated. When the smoke cleared after two days of the most intense racing the series has hosted this season, four different riders ascended to the top of the podium before near-capacity crowds, and the series points lead was once again in Antunez's hands, for now.

FRIDAY

Friday's main event set the tone for the rest of the weekend as "Wildman" Cliff Adoptante stuffed his Pro Circuit/JT/Uni Filter Suzuki in front of series leader Palmer as the 15-man, 16-lap race got under way. Antunez put his Thor/Primal Impulse/Tuf Honda right in the thick of the chase, running third ahead of Yamaha of Troy's Todd DeHoop and reigning series champion Jimmy Gaddis. Adoptante was riding strong, but the running order quickly reshuffled on only the second lap when Palmer attempted to dive under the leader. The ensuing collision left both Palmer and Adoptante out of the hunt for a win.

"I don't know what happened," Adoptante said later. "I got a good start, and I was just trying to ride my own



race. Then I made a little mistake, and Cliff was right there. He went under me, and my bike went straight and took us both out. I feel kind of sorry for Cliff because he was in the points lead, but then again, I'm here to make money."

"I just got inside him, and I think he heard me and got on the gas too quick," Palmer said. "His rear end shot out and took us out. It was a simple mistake."

With the front pair down, Antunez assumed the lead while a fast-riding Jeromy Buehl worked his SCR/Xtreme/Pro Circuit Yamaha from fifth to second after blazing past both DeHoop and Chaparral/Atomic 22 Yamaha's Chad Pederson, who was desperately trying to pick up ground after suffering a horrible start. Buehl then stuck a wheel in on Antunez through the triple jumps before forging into the lead through the Kawasaki rockers on the fourth lap. The lead pair then waged war for the top spot as the lead se-

sawed back and forth for the next several circuits. Antunez actually led lap 11, but Buehl would not be denied as he claimed his second 125cc main event victory in as many weeks.

"I was pumped," Buehl said. "I got a decent start and had a little bit of luck on my side. I passed three or four guys on the second lap in the whoops. Then somebody crashed, and I got a killer drive up the inside to pass Todd (DeHoop). Buddy (Antunez) and I were racin'. I was going really good in the whoops, and that's where I got him."

Antunez went on to finish second ahead of Pederson, who got a scare when Indiana rider Jeff Baker crashed in the triple jumps while Pederson was on another section of the course. The Iowan then launched into the triples only to nearly T-bone Baker's Kawasaki, which was being carted off the track by an official.

"That was real close," Pederson said.

"I was chargin', and I started getting in the groove. When the official tried to push the bike off, he went right in front of me. I clipped it and went off the track. There was no catching back up after that. It's too bad. It could have been a great race."

DeHoop and Gaddis went on to finish fourth and fifth.

The 250cc main event was an Antunez benefit. The Californian shot into the lead off the gate and then kept his cool in the face of strong pressure from Pederson for the duration of the 20-lap race.

"I just got the start and relaxed and did 20 laps the way I wanted to do them," Antunez said. "Chad was pressuring me, but I felt awesome. I had a lot of pressure on me to perform and get the points lead back. It really felt good to win."

"I just rode a smart race," Pederson said. "I didn't want to go out there and take anybody out. I was just waiting for a mistake from Buddy, and it didn't happen. We both rode really good. I had a good time."

The two put considerable distance on third-place finisher and Antunez's Thor/Primal/Tuf teammate, Denny Stephenson. After carding a disappointing 10th in the 125cc main event, Stephenson went on a tear in the 250cc feature, powering his way past Team Green/Nielson Enterprises teammates Gaddis and Brad Woolsey and then landing the final spot on the podium after Jones crashed his way out of contention. Even so, Stephenson appeared to be less than satisfied with his finish.

"The whole night wasn't going my way," Stephenson said. "But I just worked my way up. Jones kind of handed me third, and all I had to do then was keep Jimmy (Gaddis) behind me. He was just out there riding around, and so was I."

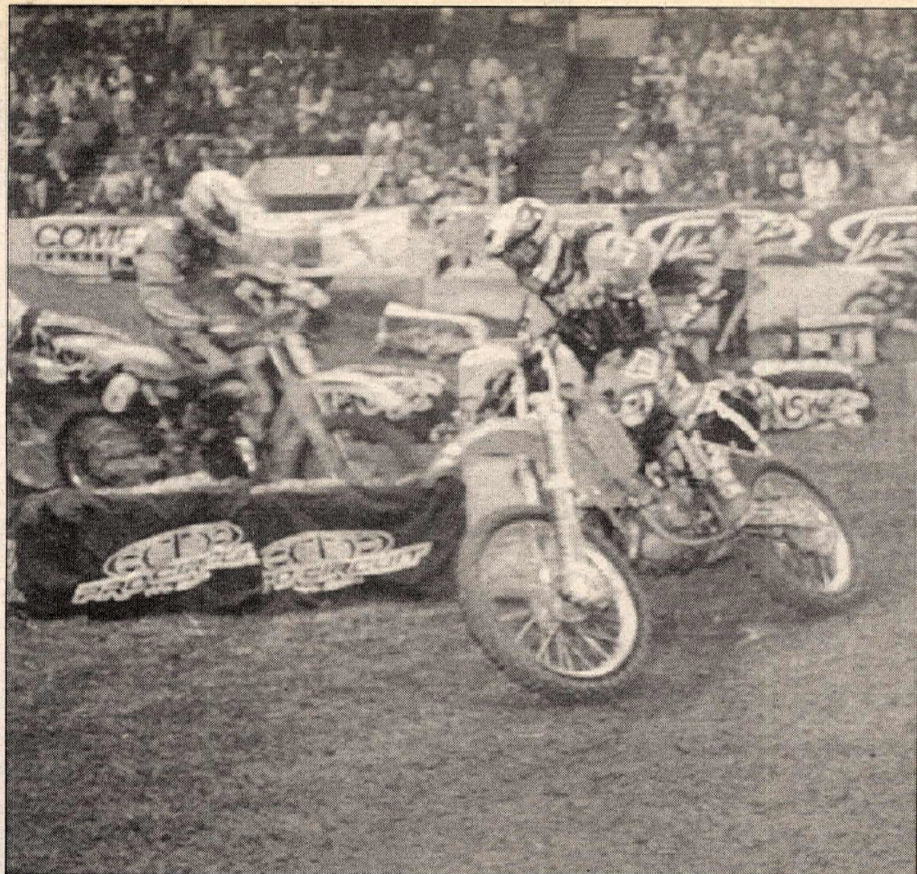
SATURDAY

With the riders used to the track, the pace picked up considerably, and all the riders appeared to be more competitive with one another. The difference was evident right from the opening heat race as SCB/Ajax Kawasaki/Xtreme's Trey Owens surprised the field, which included Buehl, by snagging the holeshot and attempting to flee from Buehl.

But on the last lap Buehl and Owens raced together around the course and then brought the crowd to its feet after crashing in the final curve when Buehl tried to slip up the inside of Owens before the finish line. Both riders quickly remounted with Owens managing to get restarted first and shoot across the line for the win ahead of Buehl.

"I just overjumped the double, and he went underneath me," Owens said. "He was already coming out of the turn before I was going in. I can't believe we both still qualified. That was a very thrilling finish. I'm pumped."

The 125cc main-event holeshot fell to Gaddis, however, with RRP Yamaha/SMP's Grayson Goodman jumping out



(Left) Jimmy Gaddis (1) was unstoppable in Saturday's 125cc main event. The reigning series champion led the race from start to finish and backed it up with a third in the subsequent 250cc main. (Right) Chad Pederson claimed what may be his final win of the series with a victory in Saturday's 250cc main event. Pederson plans to contest the AMA 125cc Eastern Regional Supercross Championship Series.



ahead of Palmer, DeHoop and Jones. Antunez crashed in a first-turn pileup. He would remount again but fall two more times before finishing ninth.

Gaddis continued to lead the race with Goodman right on his tail and Palmer lurking in third, but not yet making a challenge.

Meanwhile, Stephenson was again charging through the field to overcome a bad start, and the Nebraskan was able to knife his way through the field before settling into fourth behind Palmer, who caught the leaders to make for a three-man parade around the track. Goodman continued to pressure Gaddis, but the champ was riding flawlessly, and Goodman's fate was sealed when he bobbled two turns from the finish. Gaddis took the win ahead of Goodman, Palmer, Stephenson and a cruising Pederson.

"I just got a good start and was able to pull enough of a lead to where I didn't have to really tighten up my turns," Gaddis said. "My mechanic was telling me where I was the whole time. I was sick for a while, but I actually felt good this week. I didn't get hurt, and I didn't fall. The Lord kept me safe. I've just accepted that this has been a tough year."

"I had a good ride," Goodman said. "I tried, but Jimmy was riding really well. I think all three of us were going through the whoops so fast that if one of us had fallen, all three of us would have crashed."

Gaddis continued his resurgence by getting off the line right behind Pederson in the 250cc main event, but this time it was Pederson's turn to go with the flow as he mirrored Antunez's perfect 250cc performance of Friday by running out front and unheaded for all 20 laps. Antunez railed his way past Gaddis on the outside of the right-hander at the end of the rockers to grab second. From there he pursued Pederson while Stephenson once again mauled his way to fourth only to fall to Buehl in the last few laps and finish fifth.

But the race belonged to Pederson, who went on to claim his 11th, and possibly last, win of the series. Antunez finished second and thus pulled back out to 12 points ahead of Palmer as Pederson, now second in the series, makes a departure for the AMA 125cc Eastern Regional Supercross Series.

"I just stayed smooth - that's about all you can do," Pederson said. "I didn't have the whoops dialed, but apparently I wasn't going through them too bad. I really wanted to win them both on my



Mike Jones struggled to reach the main-event podiums all weekend but was consoled with victories in Friday's SBS Dash for Cash and Saturday's jump contest.

last night. I'm going to ride the East Coast 125cc supercrosses, but I'm going to miss this. I really enjoy these races." **CN**

Wisconsin Center Arena Milwaukee, Wisconsin

Results: February 7-8, 1996 (Rounds 21 & 22 of 26)

Friday

125 PRO (16 laps; 15 riders): 1. Jeromy Buehl (Yam); 2. Buddy Antunez (Hon); 3. Chad Pederson (Yam); 4. Todd DeHoop (Yam); 5. Jimmy Gaddis (Kaw); 6. Mike Jones (Kaw); 7. Shawn Morgan (Kaw); 8. Cliff Palmer (Suz); 9. Brad Woolsey (Kaw); 10. Denny Stephenson (Hon); 11. Grayson Goodman (Yam); 12. Trey Owens (Kaw); 13. Cliff Adoptante (Suz); 14. Jeff Baker (Kaw); 15. Aaron Ezerins (Kaw).

250 PRO (20 laps; 15 riders): 1. Buddy Antunez (Hon); 2. Chad Pederson (Yam); 3. Denny Stephenson (Hon); 4. Jimmy Gaddis (Kaw); 5. Brad Woolsey (Kaw); 9. Jeff Baker (Kaw); 10. Trey Owens (Kaw); 11. Cliff Palmer (Suz); 12. Mike Jones (Kaw); 13. Cliff Adoptante (Suz); 14. Andy Bowyer (Kaw); 15. Todd DeHoop (Yam).

DFC: 1. Mike Jones (Kaw); 2. Denny Stephenson (Kaw); 3. Jimmy Gaddis (Kaw); 4. Chad Pederson (Yam).

Saturday

125 PRO (16 laps; 15 riders): 1. Jimmy Gaddis (Kaw); 2. Grayson Goodman (Yam); 3. Cliff Palmer (Suz); 4. Denny Stephenson (Hon); 5. Chad Pederson (Yam); 6. Shawn Morgan (Kaw); 7. Jeromy Buehl (Yam); 8. Mike Jones (Kaw); 9. Buddy Antunez (Hon); 10. Trey Owens (Kaw); 11. Nick Wey (Kaw); 12. Aaron Ezerins

(Kaw); 13. Andy Bowyer (Kaw); 14. Todd DeHoop (Yam); 15. Jimmy Wilson (Suz).

250 PRO (20 laps; 15 riders): 1. Chad Pederson (Yam); 2. Buddy Antunez (Hon); 3. Jimmy Gaddis (Kaw); 4. Jeromy Buehl (Yam); 5. Denny Stephenson (Hon); 6. Mike Jones (Kaw); 7. Cliff Palmer (Suz); 8. Shawn Morgan (Kaw); 9. Todd DeHoop (Yam); 10. Brad Woolsey (Kaw); 11. Grayson Goodman (Yam); 12. Trey Owens (Kaw); 13. Nick Wey (Kaw); 14. Aaron Ezerins (Kaw); 15. Andy Bowyer (Kaw).

AMA/PJ1 NATIONAL ARENACROSS SERIES POINTS STANDINGS (After 22 of 26 rounds): 1. Buddy Antunez (680/12 wins); 2. Chad Pederson (669/10); 3. Cliff Palmer (668/10); 4. Denny Stephenson (607/1); 5. Jeromy Buehl (496/2); 6. Shawn Morgan (397); 7. Todd DeHoop (392); 8. (TIE) Andy Bowyer/Brad Woolsey (357); 10. Grayson Goodman (351/1); 11. Jimmy Gaddis (291); 12. Mike Jones (258/2 wins); 13. Trey Owens (242); 14. Ty Wallace (145); 15. Jeff Dement (144/1); 16. Barry Carsten (127); 17. Charlie Bogard (90); 18. Cliff Adoptante (85); 19. Mike Katin (80); 20. Broc Sellards (77).

SBS DASH FOR CASH SERIES POINTS STANDINGS (After 22 of 26 rounds): 1. (TIE) Denny Stephenson/Buddy Antunez (31); 3. Chad Pederson (20); 4. (TIE) Mike Jones/Cliff Palmer (13); 5. Cliff Palmer (13); 6. Jimmy Gaddis (7); 7. Jeff Dement (5); 8. (TIE) Jeromy Buehl/Grayson Goodman/Kevin Crine/Charles Dunaway (2).

Upcoming Rounds:

Rounds 23 & 24 - Cincinnati, Ohio, February 14-15

Rounds 25 & 26 - Denver, Colorado, February 21-22

Briefly...

Buddy Antunez had reason to be disappointed with his disqualification during the previous round in Winston-Salem, North Carolina, as it cost him the points lead with a precious few rounds left in the series. "We would have had a 15-point lead if I hadn't been DQ'd," Antunez said. "I think I got a bad deal. The rules say that during the crossed red flag you have to land in the flat behind the big double. I cased it. It's not that big a deal, because I've been riding good. I'm just going to be steady, and I should be able to make the points up." Antunez did just that, posting a 2-1 on Friday and a 9-2 on Saturday to pick up where he left off in the title chase.

Mike Jones and Denny Stephenson

(left) wowed the fans with their go-for-broke wins in the SBS Dash for Cash races on Friday and Saturday night, respectively. Stephenson remained the series leader after claiming a lightning-fast victory on Saturday. "My real claim to fame is that I'm leading the second-half challenge... if they had one," Stephenson said with a laugh. "Really all that means is that I've done a lot better in the second half than I did in the first half. I still say that I'm the fastest guy out there in a four-lap race, and I've just been letting my teammate win a lot of races so that he can stay up in the points." **Buddy Antunez** (right) had no comment. He was laughing too hard.



Cliff Palmer remained optimistic about his title chances despite once again losing the points lead at Milwaukee and suffering everything from

crashes with backmarkers to broken motorcycles in the process. Palmer had hoped to capitalize on Antunez's mistake at Winston-Salem, but instead the Oklahoman wound up with 8-11 finishes on Friday and 3-7 performances on Saturday. "I'm just going to give it everything I've got," Palmer said. "We've got so many races each weekend. Anything can happen."

Another rider feeling a bit more confident as the series draws to a close is **Jeromy Buehl**, who now has two main-event wins to his credit in the past two weeks. "I just want to try to get on the podium and get as many wins as possible so that I can prove that while I might be a little out of it this year, I'll be back next year," Buehl said. "We finally got my bikes situated a little better, and I'm a little more used to 'em. If I get a little lucky, I might still move into fourth."

Clad in his new SMP riding gear, **Grayson Goodman** made his return to arenacross after taking time off to contest the twin LA rounds as well as the Phoenix and Seattle rounds of the AMA Supercross Series. "I don't think that it (the time away) will hurt me," Goodman said. "It might actually help me, because supercross main events are longer and you have to be in better shape. But there's been a bunch of different winners in the arenacross series, and I still think it's going to take good starts." Goodman's best finish was second in Saturday's 125cc main.



streak to 11 in a row, but the Flyin' Hawaiian came up second to **Mike Jones** on Saturday after Jones executed a flawless no-handed landing.

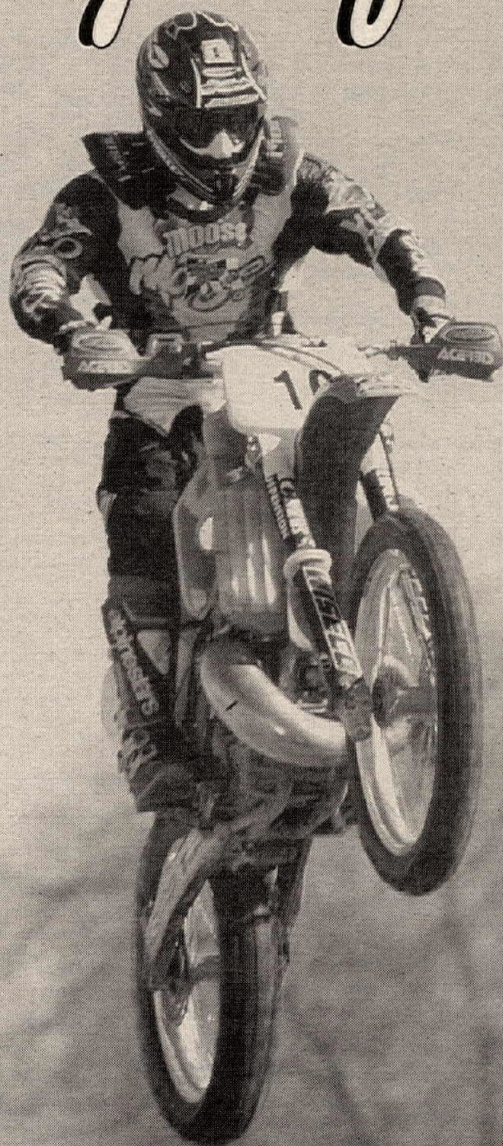
Despite currently sitting 18th in the overall series standings, **"Wildman" Cliff Adoptante** (left) has still had reason to smile and take home a few dollars via his virtual domination of the jump-off contests throughout the year. "I've won \$2000 so far," Adoptante said. "It has helped quite a bit, especially last week, when I didn't even make a main." Adoptante's heel-clicker and no-footed can-can on Friday night were good enough to extend his win



GRAND PRIX

Adelanto Grand Prix

High five for Ty



(Left) Ty Davis came to Adelanto and left \$7000 richer. He won five out of six classes.
(Below) Paul Krause checks in with the Vet Expert-class victory.

sell everything from tri-tip sandwiches to race jerseys.

It was all go in the pits, too, as the top competitors in the desert racing business checked their schedules and made a few last-minute adjustments.

The Desert Vipers MC had laid out an almost 10-mile loop that combined asphalt and high-speed graded dirt roads with a two-mile desert section and a two-mile motocross section that incorporated an over/under bridge, a triple jump and a water jump that had spectators crowding the bleachers all weekend.

The field was almost 400 riders strong when the banner dropped for the first race of the weekend - the Unclassified event that many of the top contenders used to warm up and check out the course for the more important events later in the weekend.

"The Unclassified race was really,



By Anne Van Beveren
Photos by Tom Van Beveren

ADELANTO, CA, FEB. 1-3

He came, he rode, he conquered. With decisive wins in five of the weekend's 12 events, Ty Davis turned the 17th annual Adelanto Grand Prix into his own personal playground.

Davis began his two days of racing in the high desert of Southern California with third place in the Unclassified race but, once the warmup was over, it was full steam ahead all the way. The Team Green racer dominated every class he entered and, when the dust finally settled, the 125cc, four-stroke, 250cc, Open and Pro-class titles all belonged to one man.

"It was a great weekend," Davis said. "It was probably worth about \$7000 to me and it's always fun when there's a paycheck."

But, he admitted, the glow from dominating what is probably the largest off-road event in the Southland was caused by more than just the payoff.

"I really like this event. It's got variety and the fans are awesome, cheering me on all the way through the course. That means a lot to me," Davis said. "It's probably boring watching the same guy win everything but, even to the last race, they were still cheering me on like it was the first one, and I'd like to thank them for sure."

The small town of Adelanto was bursting at the seams long before the first race of the weekend got under way on Saturday at 8 a.m. Support vehicles, including Kawasaki's Team Green semi truck, were lined up near the start, music blared courtesy of a local radio station, and vendors were setting up to

(Below) An estimated 2000 bikes competed on the 10-mile-lap course over the two-day race.





(Left) The traditional waterhole was a popular gathering point for the large number of spectators.

(Right) Johnny Campbell was a front-runner in the Pro race until a violent crash left him with a broken ankle.

(Below) Mike Burns Jr. and Robert Morgan won the Sidehack race.



really, really ridiculous," Kawasaki's Paul Krause said. "From the second loop on, you're passing hundreds of people. It was really crowded and, with all sorts of riders out there, it's dangerous for fast people because we are trying to pass in the dust."

The race turned into a close battle between Krause and KTM-mounted Greg Zitterkopf - so close that the two riders were able to throw a few punches on one of the straightaways.

"We were playing a little too much wheel tag at speed and it wasn't appreciated," Krause said. "We talked after the race and he apologized, and we are done with it."

When the checkered flag dropped for the first time, it was Zitterkopf who was in the winner's circle, with Krause in the number-two spot and Davis third.

"I got a horrible start. I screwed up and didn't kick it hard all the way through the stroke, and it was about five kicks before I got going," Zitterkopf said. "I caught up and everything was going good, and then I passed Krause and we kind of hit and I fell, but after that it was good."

But with 400 racers and a 45-minute moto, the course was starting to look anything but good.

"By the second loop it was already really rough," Zitterkopf said. "I was looking for the checkered flag at the end of the second loop, it was that rough already. And we knew it was only going to get worse for the rest of the weekend."

The Senior/Magnum/Super Senior class watched "Rocket" Rex Staten run away with the win when it turned out for the second race of the day and, with two huge Vet classes right behind - the Vet Expert/Amateur division followed by the Vet Novice/Beginner division - the course was severely beaten before the first morning of competition was over.

"It's really dusty and it's getting really, really choppy, with lots of square edges," said Krause, who overcame an early challenge from Zitterkopf to top the Vet Experts. "Out on the roads in the S-turns, you're sweeping back and forth going from inside to outside, and the chuckholes are already getting deeper and deeper."

Larry Roeseler, who climbed aboard a race bike for about the fifth time in a year, recovered from a slow start and cruised home behind Krause to score second in the Vet division.

"The course is typical Adelanto, just a little bit sooner than usual, and it's only going to get worse," Roeseler said. "It's fun to be back, especially at an event like this when we have the big Team Green display and all the riders are here. Maybe it wasn't as much fun as racing a truck, but I had fun today."

By the end of the Vet race, Zitterkopf wasn't having any fun at all.

"I got a good start and got into the lead but my bike seized going into the motocross section at the end of the second loop," the KTM 360-mounted racer said. His weekend went from bad to worse when his Vosburg Racing Team took a close look at the motor.

"It was pretty bad and we didn't have enough parts to put it back right," Zitterkopf said. "With the course being that fast, it's pointless using a stock bike. I'd have no chance, and I came here to win, so I won't be racing any more this weekend."

Davis made his second appearance of the weekend in the 125cc race, which went off with the Women's and the Minibike divisions at 1 p.m. The KX125 racer was way ahead at the end of the first loop and never looked back.

"I didn't get the holeshot but it was an easy win," said Davis, whose high-flying antics over the jumps in the motocross course had the spectators gasping. "The triple jump was pretty small and narrow, so you couldn't do any maneuvers over it, and at the water hole, you're going right into the sun, plus, when you jump that, you're right in the next corner. There's no room to show off and I thought it would be boring for everybody."

Second in the 125cc division went to KX125-mounted Steve Hengeveld, whoaced out Jimmy Lewis at the last minute.

"I was running second all the way and then the guy behind me rides faster

than me and passes me," Lewis joked. "How many time have you heard that?"

Davis' mechanic had his KX500 waiting on the Pro-class starting line almost before the last lap of the 125cc race was over, and there was no time to lose as the top racers dashed from one mount to the next.

With \$4000 plus 75 percent of the entry fees on the line, there were no holds barred as the cream of the desert racing crop powered down the asphalt straightaway, through the first sweeping corner and into the dirt.

Despite the hour and a half of racing that lay ahead, the pace was fast and furious and Davis lost no time establishing himself as the man to beat. He was 30 seconds ahead of the pack at the end of lap one, and increased his lead by another 30 seconds with each lap of the 10-mile circuit. Staten was chasing hard in second for the first three laps, ahead of Honda's XR628-mounted Johnny Campbell and Krause, who got an unexpected bounce up into third as lap number four began.

"Campbell crashed right by the jump over the levy. He did a big old cartwheel," said Krause, who stopped to check that the fallen rider was all right. "He said he was okay, so I took off and zeroed in on Staten."

Campbell broke the rotator ball in his ankle, needed surgery and a couple of screws to repair the damage, and will likely be grounded for about three months. Nick Pearson called it quits for the race when his KTM 360 seized, Russ Pearson ran into trouble when his throttle cable broke, and a crash forced Oakley Lehman to drop out of the running.

Out in front, Davis was turning consistent, trouble-free laps, with each 10-mile circuit taking just a shade over 11 and a half minutes.

"I put it on cruise mode. I just kind of rode my own race, set my own pace and

it was great," Davis said. "The pace was scary fast and there were a couple of guys crashed out there that were hurt."

And speed wasn't the only problem.

"The course was getting really chewed up by the end of the Senior race this morning," ATK-mounted Steve Pitts said. "And it was even worse for the Pro class - full of square edge stuff and kickers. There wasn't any sitting down, that's for sure."

Barring a mechanical failure, there was never any doubt that Davis would pick up the Pro-class win and the \$1500 purse for first in the Open division, but it was anybody's race for second as the Staten/Krause battle continued lap after lap, with as little as a bike length between the two determined KX500 pilots.

Roeseler hung determinedly on to fourth, three minutes behind Staten and Krause, with Donnie Book close behind, and it was Hengeveld, Destry Abbott and James Summers all the way in the dash for the 250cc Pro honors, with a brief challenge by Honda's Jeff Capt, who missed a pit to stretch out a lead and was sidelined when his gamble failed and he ran out of gas.

"The course is really fast. We were doing 100 miles an hour 75 percent of the time," Staten said, but, despite his hard charge, he lost the edge to Krause and was bumped back into third with just two of the race's eight laps to go.

"That was hard work," Krause admitted, but his \$500 in prize money for second in the Open Pro class made it all worthwhile. "It's really a fun race because it's Adelanto but it's a beater. Wide open, bouncing off chuckholes - it's fun but no fun, if you know what I mean."

Staten, Roeseler and Book rounded out the top five in the Open class and Hengeveld scooped up the \$1400 purse for the 250cc Pro win in sixth overall, just ahead of Abbott and Summers.

"I didn't have any rear brakes for most of the race," Hengeveld said. "They would work but then they would fade out. It's really fast and choppy, and it's kind of hairy going as fast as you're going in the chop, but the bike worked well."

For Abbott, the problem was top speed.

"The bike's working really well - Mark Zoller and Z racing have been doing a lot of work on it - but I didn't have a gear tall enough," Abbott said. "On every straightaway they would pull me."

And if mechanical problems and a high-speed course weren't challenging enough, some of the racers also faced oncoming spectator vehicles and stray pedestrians.

"There were two cars out there and I almost hit one head-on," Summers said. "Then, on the last lap, a guy walked

GRAND PRIX

Adelanto Grand Prix



right out in front of me. I would've plowed him if I was in a rough section. They needed some crowd control out in the desert but, other than that, it was a good race."

The \$500 125cc Pro purse went to Kris Keefer in 11th overall, who finished one place ahead of rival quarter-liter Pro Dana Van Stee.

"The course was really rough and I got a little tired," Keefer said. "I need to train a little bit more."

After an evening of relaxation for some of the riders and feverish repairs for others, the engines fired again for an 8 a.m. start on Sunday - or didn't fire, as the case may be. See-your-breath cold made many of the Vintage bikes balk at their early starting time and there were a lot of huffing, puffing riders by the time Sunday's first banner fell.

The Vintage/Classic part of the field included everything from mint-condition BSAs to a well-worn Zundap. There was a Hodaka Super Rat in the back row, a dog-on-the-tank Yamaha, and even a step-through Honda that looked decidedly awkward over the triples.

Staten put his 1970 440cc Maico out in front from the first corner, but Rick O'Donnell on a C&J-frame XL350 kept the pressure on all the way through. The battle had the crowd cheering, but it was the sight of the 10 sidehacks leaping off the top of the water jump that really got the spectators excited. That, and the one-each-side pass that Staten and O'Donnell executed in a tight corner near the finish-line chicane that put a sidecar on its back with its driver and monkey trapped underneath.

Staten was still in front of O'Donnell when the checkered flag came out and Mike Burns Jr. and Robert Morgan took a wire-to-wire win in the sidecar division.

"There was some close racing out there. I've got a few more holes in my jersey now," Morgan said.

After a break for the Kids/PeeWee event, Davis was on the starting line for Sunday's third race, which combined four-strokes with dual sport bikes, and it was clear that he was back with a vengeance. The Kawasaki racer was out in front from the moment the banner dropped and was cruising more than a minute ahead of the competition with three laps under his belt.

"My bike made it - awesome. Last year I blew up in this race," Davis said after taking the win. "The course isn't bad because it's all smooth right now - they must've graded it last night. My only concern was building up a lead because I knew I had to stop and gas."

"It's so fast out there that even a 650 is not enough motor. I think you need a turbo bike," said Roeseler, who was running second in the early going but disappeared on lap three after his KX650 started making strange noises, which turned second over to Honda's Capt.

Third overall in the Four-Stroke division went to Casey Longman, who campaigned a stock XR600. Gene Smith, who was sponsored by Triumph back in the late '60s, provided a blast from the past when he slid in to the finish.

"This is great," Smith said. "Desert racing hasn't changed a bit. I'm seeing the same faces and everybody here hasn't aged or changed but me. I'm going to go and protest right now. Somebody out there was spinning their tires and making dust."

A quick change of mounts and the Davis/Krause/Hengeveld/Abbott tussle started up again in the 250cc Pro race. Davis was a steady minute ahead



(Left) "Rocket" Rex Staten won the Vintage class on a 440 Maico. (Above) Steve Hengeveld took home first-place money as the top 250cc rider in the Pro race. (Below) The Vintage class takes to the track after the hand-on-helmet start.



by the end of the second lap and raced on untouched, while a back-and-forth battle raged behind him.

"The 250 is the most fun bike on this course," Davis said. "It's lighter and you can just hammer it. It's easier to ride and it's fast. Apart from that, it's the same exact thing loop after loop after loop. You know where the potholes are by now."

Hengeveld held off a last-ditch effort by Abbott to complete the course in second, and Book took fourth ahead of Craig Smith and Russ Pearson.

"Hengeveld and I were battling the whole time," Abbott said. "In the last loop I got right next to him and was going underneath him when I hit a guy's handlebar. The guy fell off and he was pretty mad. He was trying to pull me off the bike. It was an accident in a tight corner, but I think he's going to come looking for me."

The racers got a 45-minute rest while the Quads slid and bounced their way around the course and then it was time for the final event of the weekend - the Open class, which put all the top racers on the front line once again.

In a repeat of every race but Saturday's opener, the Unclassified event, Davis was out in front by the end of the first lap and had built up a comfortable one-minute lead by the end of lap two. His KX500 ran flawlessly, his jumps impressed the crowd, and the competition was hard-pressed to catch even a glimpse of his rear fender.

"I guess I was pretty confident," Davis said. "Things had been going well and I really knew the course, so I had a bit of fun."

There was no fun being had in the battle for second as Staten and Krause went head-to-head yet again. Smith ran a steady third and Roeseler was fourth until he decided to retire at the end of the second lap.

"He was just trying out a bike and it isn't really set up, so he was afraid about what he was going to do to it if he continued," Team Green manager Ron Heben said. "He was only playing and he didn't want to blow the bike up, so he called it quits."

Randy Norman moved up to fill Roeseler's spot and the order remained the same as the racers headed into their fourth and final lap.

"That's where I got Staten," said Krause, who had been losing the race-long tussle for second by less than a bike length. "He got a rear flat and that made a big difference."

Krause was not the only one to take advantage of Staten's flat:

"I got him over the water jump right before the finish," Smith said. "Because of the flat, he went through the whoops (that led around the side of the water jump) and I went over the jump and that gave me an edge."

When the final flag of the weekend fell, it was Davis, followed by Krause, with Smith in third and Staten a disappointed fourth.

But whatever their finish, the racers were happy to have competed at another Adelanto Grand Prix.

"It's a great race and you can't argue

with the number of spectators that it draws," said Davis, who looked back on his weekend's efforts with a contented smile. "Maybe next year the Desert Vipers will build the jumps a bit bigger so we can do some maneuvers over them and really impress the crowd. It's hard to do much when they are narrow and small, and we have to please the spectators to keep them coming back."

Adelanto GP Adelanto, California Results: February 1-2, 1997

OPEN PRO: 1. Ty Davis (Kaw); 2. Paul Krause (Kaw); 3. Rex Staten (Kaw); 4. Larry Roeseler (Kaw); 5. Donnie Book (Kaw).

250 PRO: 1. Steve Hengeveld (Kaw); 2. Destry Abbott (KTM); 3. James Summers (Yam); 4. Craig Smith (Kaw); 5. Joey Lanza (Kaw).

125 PRO: 1. Kris Keefer (Yam); 2. Dana Van Stee (Kaw); 3. John Braasch (Kaw); 4. David Rees (Suz); 5. Leo Saul (Suz).

U/C: 1. Greg Zitterkopf (KTM); 2. Paul Krause (Kaw); 3. Ty Davis (Kaw).

VET: 1. Paul Krause (Kaw); 2. Larry Roeseler (Kaw).

SR: 1. Rex Staten (Kaw).

125 EX: 1. Ty Davis (Kaw); 2. Steve Hengeveld (Kaw); 3. Jimmy Lewis.

250 EX: 1. Ty Davis (Kaw); 2. Steve Hengeveld (Kaw); 3. Destry Abbott (KTM); 4. Donnie Book (Kaw); 5. Craig Smith (Kaw).

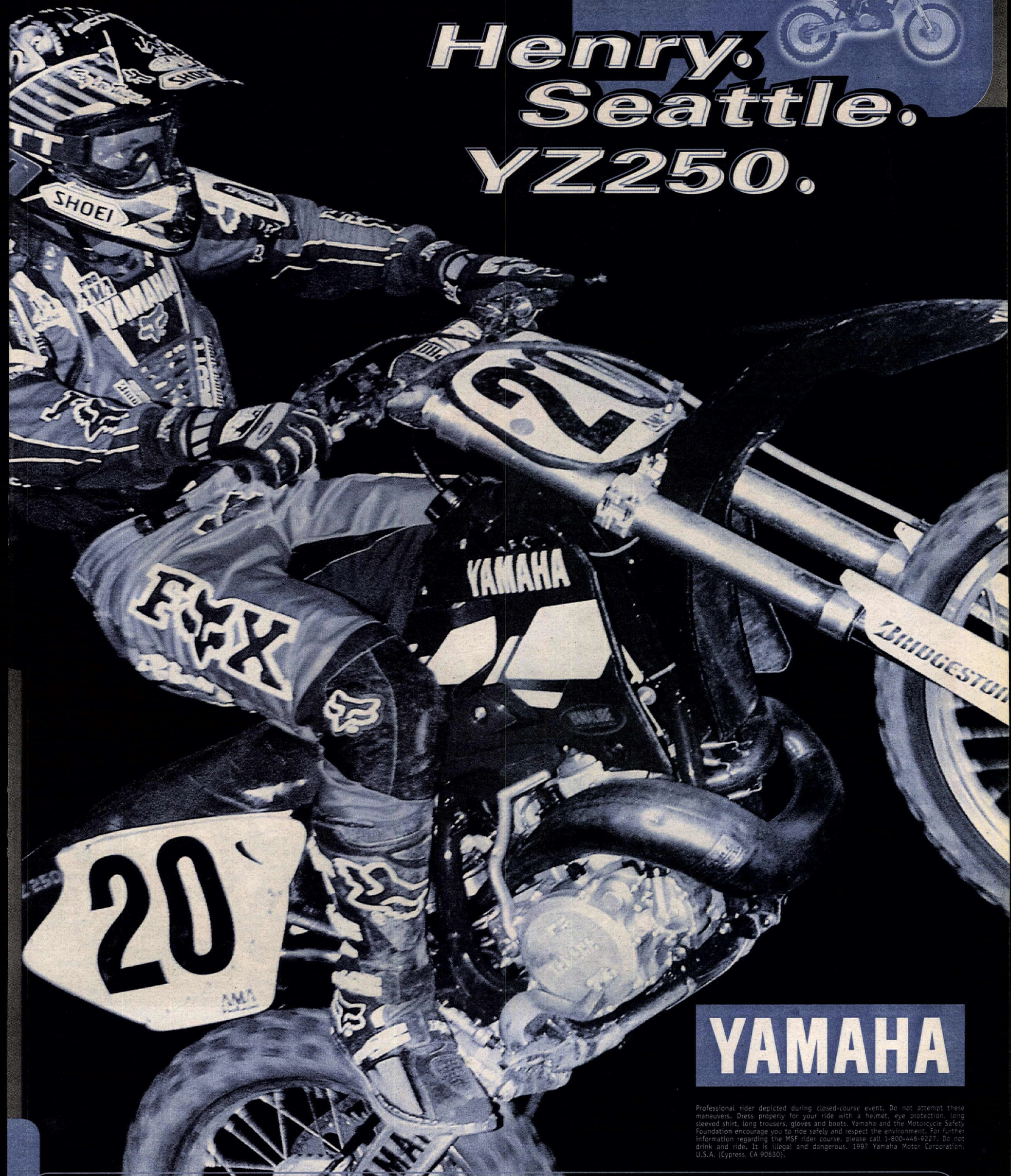
OPEN EX: 1. Ty Davis (Kaw); 2. Paul Krause (Kaw); 3. Craig Smith (Kaw); 4. Rex Staten (Kaw).

4-STRK EX: 1. Ty Davis (Kaw); 2. Jeff Capt (Hon); 3. Casey Longman (Hon).

VINT: 1. Rex Staten (Mai); 2. Rick O'Donnell (Hon).

SDHCK: 1. Mike Burns Jr., Robert Morgan (Kaw).

Henry. Seattle. YZ250.



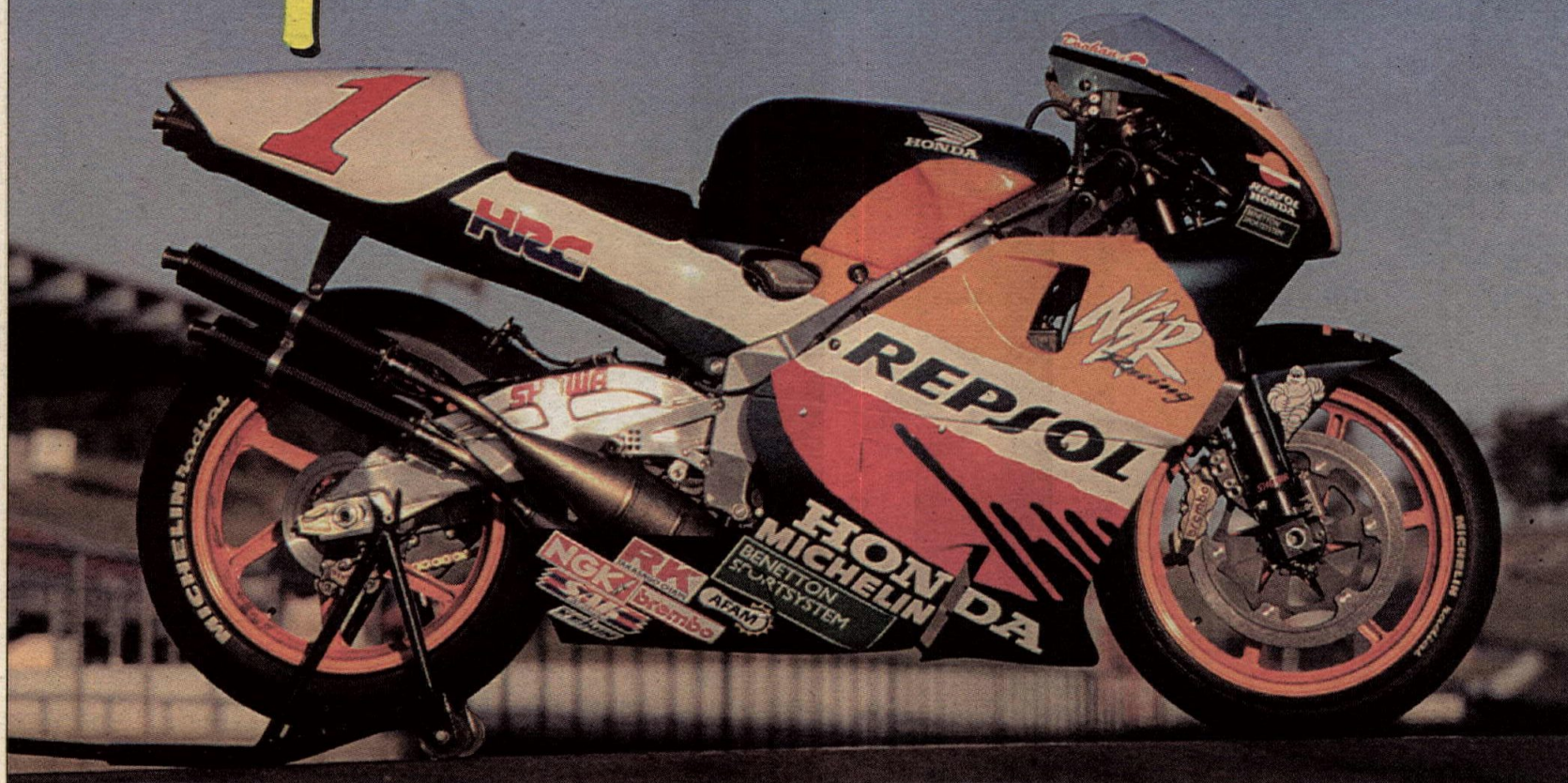
YAMAHA

Professional rider depicted during closed-course event. Do not attempt these maneuvers. Dress properly for your ride with a helmet, eye protection, long sleeved shirt, long trousers, gloves and boots. Yamaha and the Motorcycle Safety Foundation encourage you to ride safely and respect the environment. For further information regarding the MSF rider course, please call 1-800-446-9227. Do not drink and ride. It is illegal and dangerous. 1997 Yamaha Motor Corporation, U.S.A. (Cypress, CA 90630).





Tips from the top



(Left) Though Honda's NSR500 underwent few changes from its 1995 version to the '96, it remains the class of the field. (Below) Teacher and student: Who better to take riding tips from than the master himself, three-time World Champion Mick Doohan?

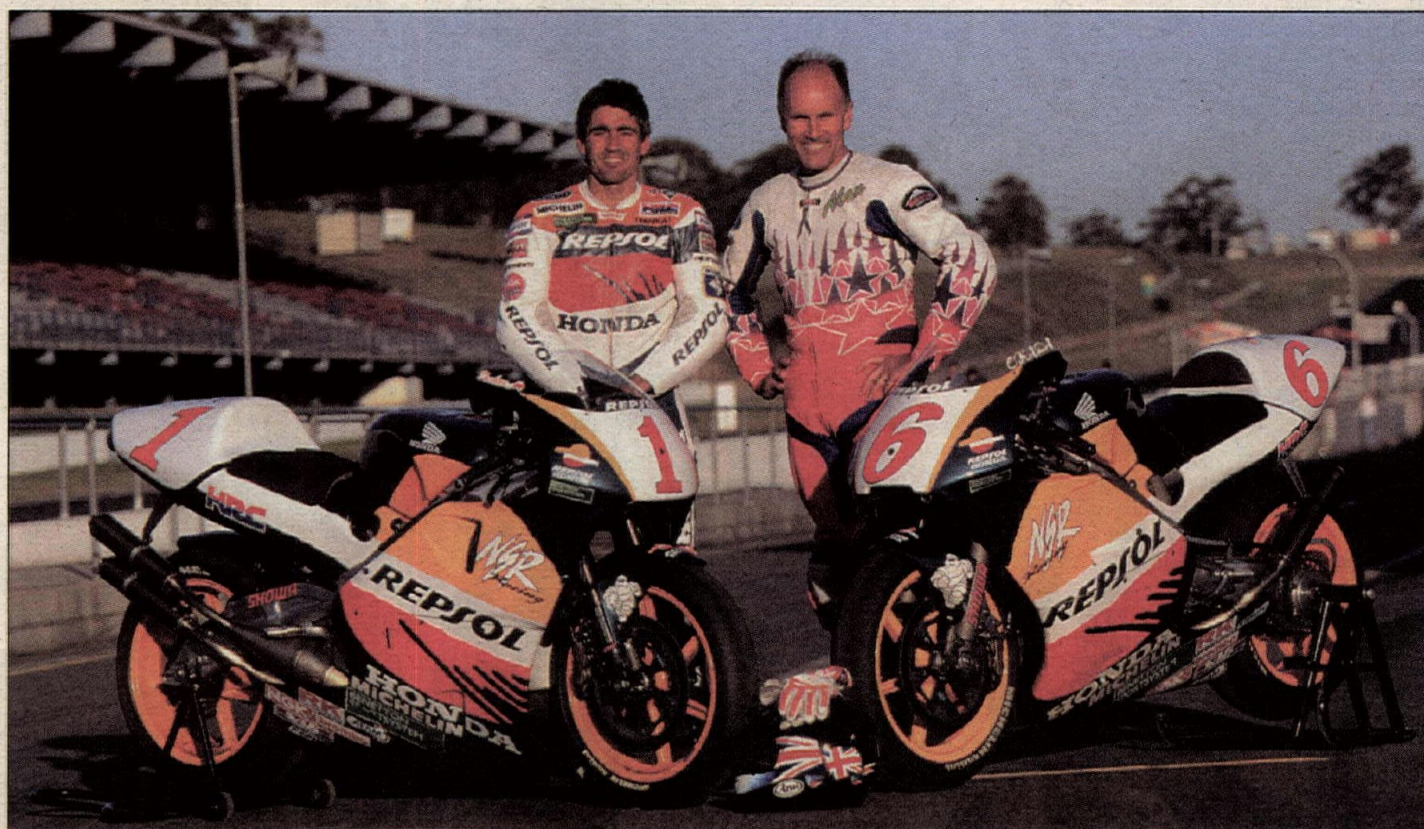
By Alan Cathcart
Photos by Kel Edge

Let's face it, you haven't exactly been checking the mailbox each morning to see when this issue with the latest version of my annual "I-rode-the-500cc-World-Champion-GP-bike-for-five-whole-laps-and-Wow!-it's-sooo-fast-and-anyone-who-races-one-is-a-demigod" story in it was due up, have you? No, I didn't think so.

Still, here it is anyway - only with one slight twist to a tale that you can only get away with telling every so often - especially if the bikes that's cleaned up the world title, winning all but two of the 15 Grand Prix races in 1996, has remained essentially unchanged for the past five years, as the Honda NSR500 has. This time, you're going to hear how it *should* be ridden.

So, instead of telling you what a hero I was to wobble around Eastern Creek the day after the final GP of the '96 season on Mick Doohan's 200-horsepower NSR500 Honda "only" four seconds slower than a new kid on the journalist roster named Kevin Schwantz, I decided to seek professional help and ask Dr. Doohan to help me write the NSR500 Honda rider's manual. Maybe next time I get to ride Mick's missile I won't be a humbling 10 seconds slower than teacher's own best race time the day before, on what is for him just a 90-second lap.

See, no matter how many latest 'n' greatest works superbikes, slick singles, battling twins and what-if prototypes you may get to sling a leg over each year, and even if you are a reasonably experienced active racer with a respectable resume that might include the odd win and a title or two, there's always one kind of motorcycle that's beyond your talents to criticize or even truly assess: a factory 500cc GP bike, and especially a Honda.



Eleven successive years of being honored to ride each season's works NSR500, inveterate speed king of GP racing's premier class, has taught me to be duly humble about my own level of riding ability. Truly mastering such motorcycles isn't only a question of cultivating an acquired skill that few of us, however competent on other kinds of race bike, will ever possess.

It's also important that if you are lucky enough to be one of the handful of humans on earth to be blessed with this two-wheeled equivalent of a martial art, you groom that skill and keep it constantly honed. No offense to Kev the

Rev, but the sedentary scribes who were taking bets on how many minutes faster than the rest of us he'd lap on the Doohan Honda forgot one important fact: This is not backgammon or archery, but an action sport that's a physically demanding test of skill and judgment, coupled with bravery. Even matching privateer qualifying times on a strange works racer you're riding for the first time demands a level of mental preparation and understanding of the bike you have to build up to, without generally being allowed to fiddle with the setup - and five laps at a press party is a photo opportunity, not a serious test.

Under the circumstances, for yours truly to lap "only" 10 seconds off Mick-san's true race pace denotes realistic endeavor rather than a sense of inadequacy. Even when Mick pointed out afterward that we were riding the bike on wet-weather engine settings, to tame its tigerish talents. Okay, we're not worthy, we're *not* worthy!

Right - baseline first. How has the Honda changed from the one I rode a year ago in Spain after the last GP of the '95 season, and Mick's second world title?

"I guess we've reached the stage where we're just fine tuning the existing

motorcycle," says Dr. Doohan, with a wry grin. "Still, we do keep experimenting, trying to improve certain things, and the main thing we worked on in '96 was the throttle opening, making it easier and smoother to get on the gas off the turn in a power-off/power-on situation."

"The airbox configuration is completely different (with the ducts lower down in the fairing, below the radiator, to deliver a straighter ram-charge of cool air - AC), plus we've got new cylinders and heads - all aimed at making that transition smoother, so you can gas the throttle aggressively without being too abrupt with the rear wheel. We had a little more power, too, but it's not the numbers that matter anymore, it's how you can use it that counts."

Still, though HRC staff won't officially own up to it, it's almost certain that 1996 was the year that Honda finally broke the 200-bhp barrier with its single-crank V-four motor now clocking up its 10th birthday in 112-degree form, a 33-percent jump compared to its debut year back in 1987. A mechanical GP milestone: 400 bhp per liter in the 500cc class, at last.

"The front forks are totally different from last year, with all new internals which give a much better contact feeling with the tire," Doohan continues. "This suspension showed up at the French GP midseason, and since then we've gone from chewing out just about every front tire we stuck on there to having a good selection to choose from."

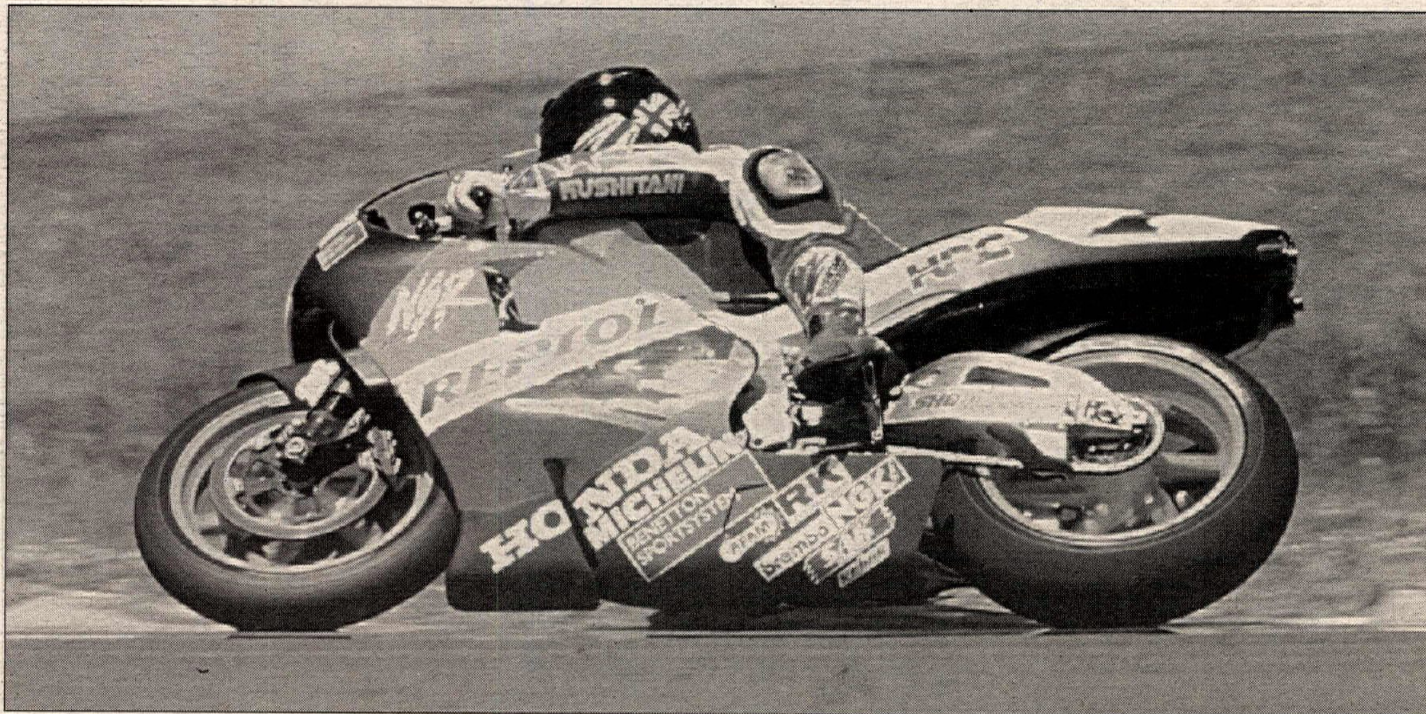
Those 43mm Showa upside-downies now have cast-magnesium sliders, instead of the carbon-fiber ones used for the past couple of seasons, and Showa still provides the titanium-sprung rear shock which Doohan dismisses as "still pretty primitive." (Yes, but imagine how much it cost to make.) And, er, that's it. No other major changes to the Honda last season - but it's still the class of the field.

Okay, time to look at how to ride it. Best to start off with the motor, I suppose. How many revs do I use, guv?

"You know from before the engine's very flexible," Mick says. "So it's better to use its low-down power to optimize acceleration. I normally start to get hard on the gas about 9700 rpm, but in a first-gear chicane or hairpin, you can let it fall as low as seven grand, and it'll still pull cleanly out of the turn. But of course then you're not really gassing it up hard - while you're still at the maximum lean point in the turn you just concentrate on keeping everything going smoothly, till you can start to pull it up and get working on the fat part of the tire, waiting for the 9000- to 9700-rpm threshold where you can really start to use the power hard."

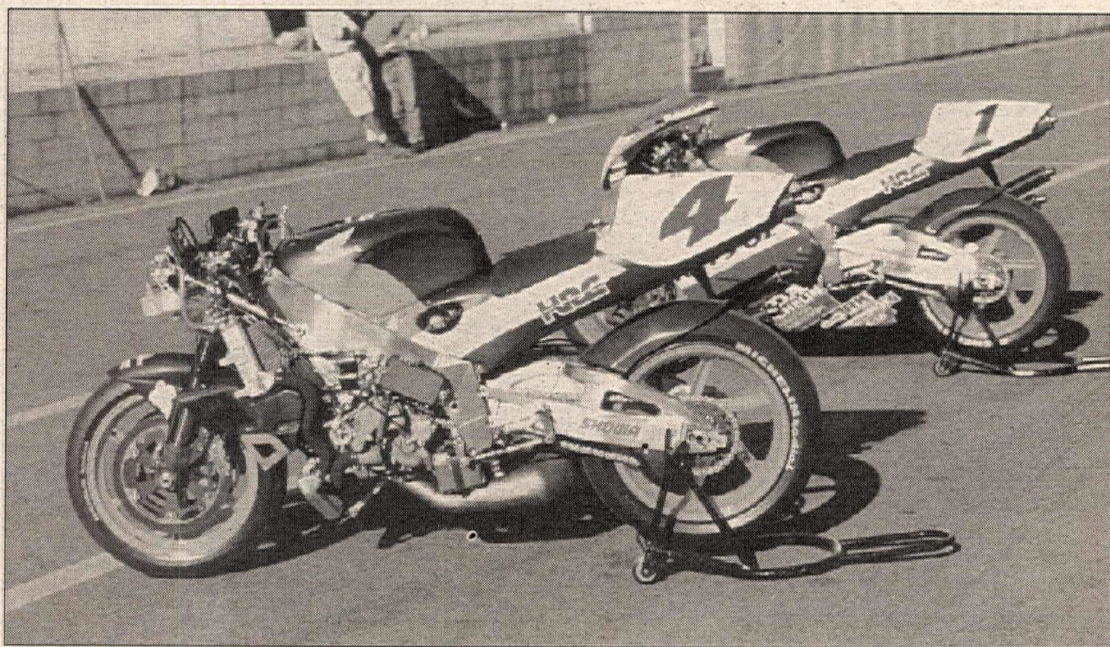
"I don't use the thumb brake to pull the bike upright - that's for another purpose I'll come to in a minute, because I only use the rear brake going into a turn - so standing the bike up is a physical act for me. I try to let the speed run on a bit through the turn, then almost subconsciously pick a spot on the outside of the track where I can basically straight-line it from. Before I'm there, I'll pick the bike upright and aim for the exit, so by the time I've hit my spot I'm already wide open, hard on the gas, trying to feel the rear tire putting the power down. If you get it sliding, keep the power on, else you'll probably go for a painful hangliding session without the glider! But Michelins grip pretty good, so that's not usually a worry, provided you made the right tire choice."

Honda is the last works team in the



(Above) The NSR corners like a dream. Would you expect anything less?

(Right) Though Alex Criville's bike (foreground) was essentially the same as Doohan's in '96, the Australian won't be using a Big Bang engine in '97.



500cc class not to use a wide-open speed-shifter, opting instead for a different system from everyone else's, which requires the rider to back off the throttle just slightly in order to retard the ignition while he changes up. Honda can't use its excellent system from the RC45 superbike which works by cutting the flow of fuel from the EFI rather than on the ignition, not only for the obvious reason there's no fuel injection on the NSR, but mainly because it's a two-stroke and an interruption in the flow of fuel might lead to a seizure.

"We've had the power-shifter for a couple of years," Mick says. "But this is the first season I've started using it all the time, and it works okay - though for some reason fifth gear is pretty hard to select sometimes. Changing up out of first and second can be hard, as well, but that's because of the wheelie factor, and the fact I like to short-shift to ride that low-down power curve. So I've got the engine loaded up and we're trying to get another gear with the front wheel in the air, which sometimes makes it hard to get in."

"Other times, I've gone for a gear and the engine hasn't fired back up again, and I'm still waiting for the power. It looks like I missed a gear, but in fact the engine's still lagging - that's something we need to work on to fix before next season. Just an electronic problem, I guess. But normally I can't even tell if it's got a quickshift on it, because ours essentially isn't anything

of the kind - it's just an automatic kill-switch, working through the electronics."

True - but does Honda have something much more sophisticated, that they've been rumored to be using for the past couple of seasons to tame the

tremendous power of the V-four engine: any traction control?

"None at all," Doohan says firmly. "And in fact I think this was dreamed up by someone a few years ago as something from car racing that perhaps could be useful to bikes in theory, but in reali-

Honda NSR500

Specifications

Engine	Liquid-cooled 112-degree V-four crankcase reed-valve two-stroke with computerized electronic power valve
Bore x stroke	54 x 54.5mm
Displacement	499cc
Output	Over 190 bhp at 12,500 rpm (at gearbox)
Carburetion	(4) dual-body 36mm Keihin with electronic power-valve sensor
Ignition	Pre-programmable computerized electronic CDI
Transmission	Six-speed extractable
Clutch	Multiplate dry
Chassis	Extruded aluminum twin-spar frame with fabricated swingarm and steering-head pivots
Suspension	
Front	43mm Showa inverted telescopic forks with magnesium sliders
Rear	Fabricated aluminum swingarm with Pro-Link rising-rate linkage and Showa shock with titanium spring
Rake/trail	22.5°/95mm
Wheelbase	55.3 inches
Weight	288.2 pounds dry (as tested)
Weight distribution, front/rear	55/45%
Brakes	
Front	Dual 320mm Mitsubishi carbon discs with four-piston Brembo calipers
Rear	Single 196mm HRC vented steel disc with two-piston HRC caliper
Tires/wheels	
Front	12/60-17 Michelin radial on 3.50-inch-wide HRC wheel
Rear	18/67-17 Michelin radial on 6.00-inch-wide HRC wheel
Top speed	Over 195 mph
Year of construction	1996
Owner	Honda Racing Corporation, Saitama, Japan



RACER TEST

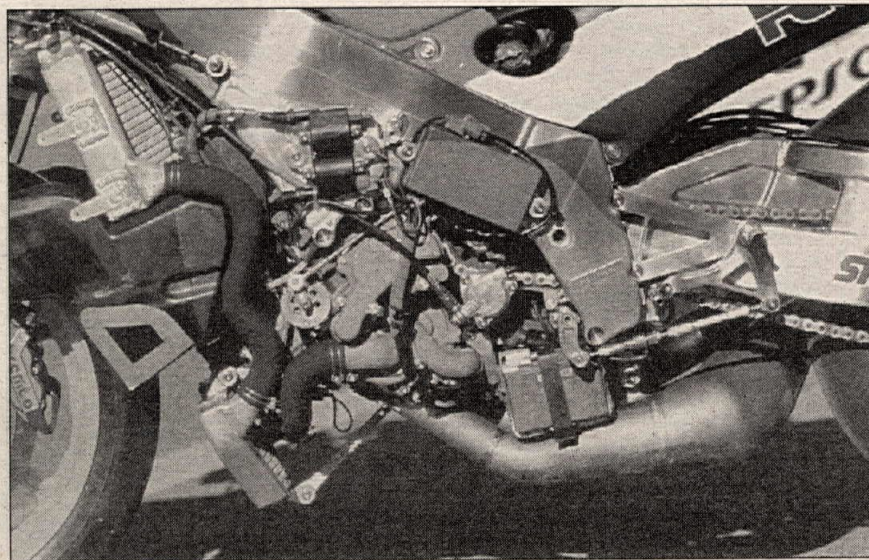
Mick Doohan's NSR500

ty I'm not sure a rider could ever really get used to it. You'd have to be very brave to tell yourself 'I've got traction control' and keep the throttle wound wide open all the time! When tires start smoking up on TV, there's not a lot of traction control on view, and that all adds to the spectacle and hopefully is one of my strong points."

So does Mick short-shift all through the gearbox to keep riding the power curve?

"Well, what I call short-shifting would only be 1000 revs off normal - changing up at eleven-five instead of around 12,500 rpm, as usual. In higher gears like fourth and fifth, I'll take it higher, and try to rev it through to about 13,000, so it carries the gear higher. I don't hold a gear so much as other Honda riders do, though - but most of them grew up in the 125 and 250 class, where you have to rev 'em right out. I'll upshift, then backshift - but I have been known to rev it as high as 14,000, but by then you're well and truly out of the power. That's why I told you off a couple of years ago for overrevving it - there's no point doing it, because it's not making any power up there, and on a straight you're just losing time doing that."

Twelve thousand five hundred to 12,800 is a good shift area - but if you're in, say, a third-gear turn and you're geared to 66 feet from the apex, I guess it's easier to hold the gear and rev the bike, or if there's a kink in a straight section and you roll on and off the side of the tires and the revs rise and fall - that's what the overrev is for. It's safe power up there, though, because it hasn't got



(Above) You want power? The NSR now delivers roughly 400 horsepower per liter from its 500cc V-four.

(Left) Costly Mitsubishi carbon-fiber discs and Brembo calipers are the best - ever.

enough to break the rear wheel away, and if it does, it's got nowhere to go. Do the same thing 3000 rpm lower down, and you're going to be flying pretty high."

A constant reminder of Doohan's terrible '92 injury is a locked-solid right ankle which in turn resulted in the famous thumb-brake for the rear wheel, developed from a personal watercraft throttle and since copied by many other

perfectly fit riders, including teammate Alex Criville and the new World Superbike champion, fellow Aussie Troy Corser. Is this such a smart piece of kit I need to practice getting used to using it? Mick smiles.

"I need the back brake on the way into a turn because if I just use the front, it means the front suspension's loaded all the way in, so there's more chance of it pushing and unloading the tire," he

says. "Basically, I use the front brakes to stop the thing and the rear one to keep it balanced, and make sure it handles properly and the forks keep working. But you have to use the front brakes first, or else the rear end starts locking up and hopping. But then if I've got one finger on the rear brake just as I'm starting to stop, I'll be pleased."

"But then on the transition into the corner, I'll be starting to load the rear up quite a bit, to get the whole bike squatting nicely into the apex instead of going in with the tail in the air and the back end all light. That way, the all-important transition from on the brakes to off them and hard on the throttle we've been working so much on this season will be improved, and you'll come out of the corner quicker and faster."

And the practical exam...

Okay, first the theory - now the practice. Time to put the lessons of Mick's master class into effect. Only one problem: I had just five laps to do it in, on an Eastern Creek circuit I'd seen for the first time that morning.

Back to basics. No greater test of the NSR500's chameleon character could be made than to use it for course learning, in preparation for my day's other duties - track testing the new breed of V-twin Honda GP bikes. Bit of an insult, though. Rather like using Damon Hill's world champion F-1 Williams to run to the market.

It's a mark of how brilliant a piece of empirical development the decade-old NSR500 design is that, while you certainly couldn't think of driving the Williams anywhere further off-track than the Silverstone parking lot, the Honda would make a phenomenal road bike - just so long as you never took it more than two-thirds of the way to its redline, and *never* out of third gear. Oh, yes - and you'd need to find somewhere to mount the license plate.

Wobbling around my first lap of the Eastern Creek infield in second gear, course-learning in company with Australian Motorcycle News editor Ken Wootton on Mick's identical spare bike, underlined what a pussycat of a panther the NSR500 is - so long as you have the throttle no more than half-open.

After one lap of course-learning almost under my wheels it was time to gas it up hard down the long front straight, with that wicked left-hand kink just past the pits. Ohmigawd. Dr. Jekyll quickly becomes Mr. Hyde. Cranked over around the long left leading onto the straight, gradually feeding in the power as the track opens up, the Honda that pulled cleanly and smoothly out of hairpin turns from as low as 6000 rpm started to change personality as soon as the tach needle hit nine grand. Five hundred rpm later, it just took off.

The engine starts to accelerate very quickly from there on up, switching into interplanetary mode from 10,500 rpm when your view of the world around you goes into overdrive. The front wheel pops up in third gear while you're still slightly cranked over, the engine note hardens as the revs mount, the wind batters your body as you try manfully to struggle down behind the screen while still more or less pointing this missile in the right direction, and you shift up through the gears on the still surprisingly mechanical-feeling shift action - remembering to back off the throttle slightly each time, rather than keep it gassed wide open like on other makes of bike.

Then, suddenly, it's time to think about backing off a little, even by my novice speeds, for turn one, then getting hard on the brakes and zipping down through the gears for the turn-two hairpin - taking only a moment of glee to imagine the consternation on the faces of HRC bosses as Wootton and I zapped past the pits together, dressed in identical Kushitani leathers in a slow-motion rerun of the day before on these very same bikes, when teammates Mick 'n' Alex bit the dust after a last-lap tangle.

(Turned out afterward that glee was justified. "They're not racing, are they?" was the anguished query from one Honda exec. Actually, no - I'm just trying to figure out how early I should brake for turn two, without Ken, who knows the circuit much better than me, running into the back of me. Yeah, that would have been funny if we'd done the same as Mick and Alex...)

Wow, those brakes - absolutely, definitely, the best stoppers ever fitted to a motorcycle. Developed by Mitsubishi and gripped by the latest Brembo four-pot calipers, the 320mm carbon discs are six times more costly than even Brembo's own plates of black gold - but they have the sensitivity of a cast-iron metal brake, combined with the most awesome stopping power ever served up to a rider.

Even in what Mick considers its unnecessarily overweight form, just 2.2 pounds above the FIM's 286-pound class limit, the Honda stops unbelievably hard - just one finger on the lever's enough to bring stopping power that heavier, metal-braked superbikes can only dream of. Yet at the same time, the Showa front suspension soaks up the bumps and ripples left by cars at the Creek, even as compacted as they can be under hard braking. Brilliant.

In turn, this means that the geometry of the bike stays pretty constant, especially with my half-hearted attempts to put Mick's words into practice and use the back brake hard to make the bike sit better in the turn. HRC had fitted a foot brake as well as the thumb one for us journo's, and I concentrated on using that.

The result is you pick a line in a turn, and the Honda hugs it easily, riding the bumps so effortlessly while waiting for the big moment when you're ready to get back on the power and - hold on tight, here we go again!

If Doc Doohan - or is that Sir? - reckons the power transition is something to worry about on the V-four, that just underlines why he's a three-time World Champion bidding for a fourth: he's not easily satisfied. Ninety-nine percent of other racers would give anything to have the Honda engine's sweet pickup and smooth but so powerful response. But not The Boss.

I mean, I can see how everything happens very fast from 10 grand upward, but that's surely a function of just how much sheer horsepower there is at your disposal. True, spreading out the rev range over which it's delivered would be nice for novices like me, to make everything happen a little less violent-

ly, but that's not what Mick's seeking. He just wants that little stutter when you go from a mostly closed throttle to a mainly open one smoothed away. I'd be happy if my bikes carbureted like half as well as that, thanks - just so long as I had that amount of power as the end result. Awesome.

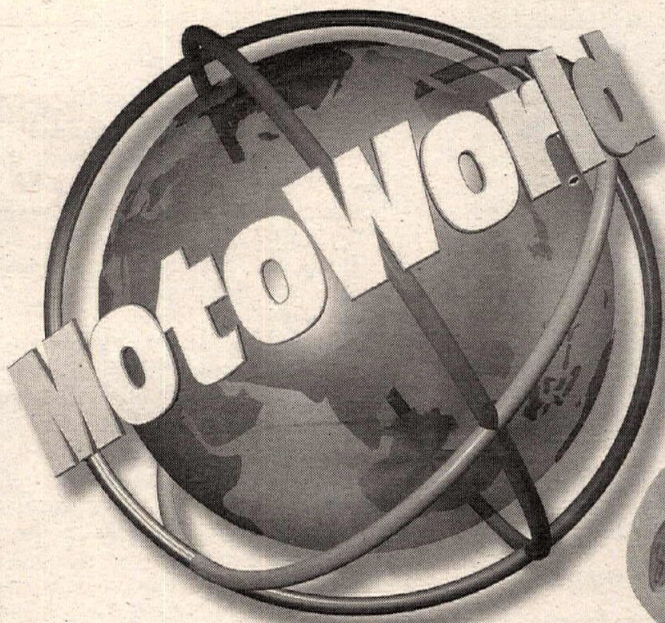
And very, very physical. Just five laps of Eastern Creek, the fastest of them over 10 seconds off Mick's best race time the day before, had me searching for breath, puffed with the effort of trying to keep the Honda pointed in more or less a straight line with the power in five-figure mode. Riding a works 500 at any sort of speed on a track like Eastern Creek which is better suited to 125s - okay, maybe 250s - is an intensely demanding experience in terms of concentration as well as physical strength. You have no letup for an instant, not even down the straight, which suddenly seems incredibly compressed into little more than a few bike lengths.

Perched aboard a bike that feels quite long and wide compared to Okada's V-twin, you're always aware of how potent and punchy it is, even riding around off the power. But it's like a spring coiled ready for release. Get on the gas exiting any of the Creek's slow corners, feel the revs come on strong, and suddenly you're fighting to keep the Honda pointing where you want it to go, while that fabulous two-stroke rocket motor goes into orbit revs-wise.

With 13,000 on the clock, it's time to change up, before the power runs out up high. Slight change of exhaust note, no change in power delivery - just more of it than I'll ever be able enough to use except in a straight line. Too much motorcycle? Well, for all but that handful of heroes, yes it is. No wonder heavier, less-powerful superbikes that are more rideable by the common man are equaling 500cc GP lap times at several of the tighter tracks like Donington. Weight isn't the issue - superbikes too would go even faster if you took 20 pounds off them - but most certainly circuit design and maybe engine characteristics are. It'll be interesting to see how much faster the Doctor goes this year with the old-format motor it now seems pretty certain he'll be racing.

Well, now I've got a whole year to brush up on my 500cc V-four riding technique, as taught by Mick's Master class. Hang on, though - I need an instrument to practice on - I mean, Vanessa Mae had to have a violin to twang before she became a superstar. Okay, Honda - how 'bout lending me one of your NSR500V V-twins for a few months to practice on? That's more my kind of motorcycle - less power, not as intimidating and a whole heap of fun to ride. On the V-four, the bike's in charge out there on the track, unless you're on the real short list of riders qualified to ride it hard - forget this at your peril.

But the V-twin - well, I just felt I had the handle on that, if I could only stop it from pulling wheelies hard on the gas! So that's it, then - one V-twin GP racer for me to practice for a year before next time I ride Mick's missile. I'll even pay the freight...



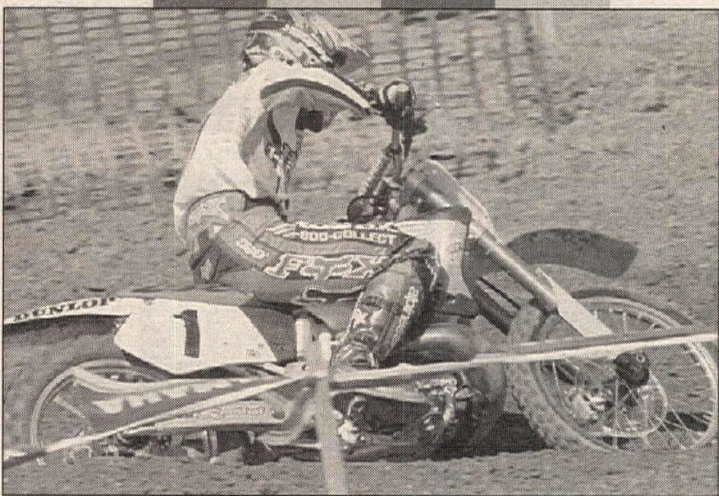
Bike Week is near, so wintertime woes be gone! MotoWorld is one hot ticket in February. Don't miss the essential offroad and road racing preview editions, PLUS highlights from the three different Supercrosses, the Adelanto GP, ice races from way up north, and the AMA Superbike opener from Phoenix.

In February, you'll come head on with monster truck madness in Tampa Bay! And after 30 minutes of Rev-ing with Jerry B. and the gang, names like "Grave Digger" and "Predator" will be household words! Then Jerry heads to the west coast to see what a day at the office is like for some of motorcycling's hottest test pilots. Pavement, dirt, water, air, two wheels, four wheels, outboards, wings - we're into engines, so Rev It Up is in all the right places this February and beyond!



MOTOWORLD 2					
FEBRUARY 1997 SCHEDULE ON ESPN2					
Original Show Telecast			Repeat Telecast		
EASTERN TIME					
2/9	Sunday	3:00-3:30PM	& 2/10	Monday	3:30-4:00AM
2/22	Saturday	12:00-12:30PM	& 2/24	Monday	12:00-12:30AM

All times listed are Eastern, Pacific airings run three hours earlier



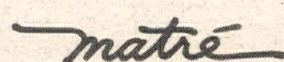
1997 SUPERCROSS					
FEBRUARY 1997 SCHEDULE ON ESPN2					
EASTERN TIME					
Seattle, WA	2/7	Friday	9:00-11:00PM		
(repeat)	2/9	Sunday	11:00AM-1:00PM		
Indianapolis, IN	2/21	Friday	7:30-9:30PM		
(repeat)	2/24	Monday	12:30-2:30AM		
Atlanta, GA	2/28	Friday	7:30-9:30PM		



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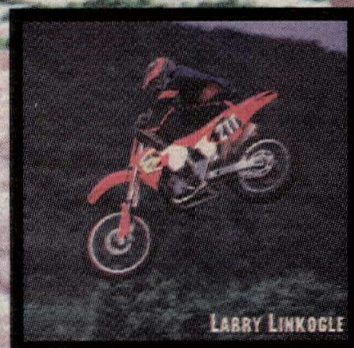
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It's true - watch Doohan in action in the early laps of a race mixed up with the field, and note how his bike always looks so stable and planted compared to others around him. It's a function of the way he rides the Honda, as much as getting the suspension and chassis setup right - and the thumb brake is a key ingredient.

"Basically, the back brake is a device for controlling the suspension and the aspect of the bike, as well as to help the steering, trying to keep the geometry of the bike as neutral as possible," he says. "I don't like going into turns with the forks bottoming out, back wheel off the deck, chasing the front wheel - and I never rode like that, even before my accident. Back when I started road racing in the production class, I was used to riding my dirt bike, and it took me a real long time to gain the confidence to start braking hard with the front brake as well as the rear one on the race track!"

"People think I've got some kind of an advantage with the thumb brake, so lots of them copy it, but really it was only a response to getting back to riding normally after the accident, when I had to learn how to ride the bike with my right foot flat on the peg, since I couldn't bend the ankle. Before, I used to wear out a lot of right boots using the rear brake leaned over - so now, I had to regain that ability, and J.B. (Jerry Burgess, Mick's race engineer with HRC) and Honda came up with the thumb brake - which at least saves Nankai some boot leather."

End of class - but before the practical exam, what plans for '97 changes to the bike? Isn't the Honda so nearly perfect, it's hard to improve on?

"Well, I dunno," Mick says pensively. "We're going to try the old 180-degree firing order again, just to see if we can't learn something from that. With the new cylinders and airbox and various electronic improvements, it might not be too bad. And I reckon you might be able to control the rear wheel better than with the Big Bang motor we've used ever since '92. During that time, we've got 30 more horsepower, but lap times haven't dropped, so now I reckon it's time to find out why. One reason for sure is weight - it's crazy the FIM keeps making us load up the bikes and maintain the 130-kilogram (286-pound) four-cylinder limit, all for no good reason - for sure, it has nothing to do with safety. Look at the data traces and you can see that my four-cylinder and Tadi Okada's Honda twin have the same midcorner speed, but the V-twin's entry speed is much higher and it gets on the gas earlier, too - all because of the weight advantage. If we could get some weight off our bike and improve our entry speed into a turn, then for sure there'd be a better transition when you get hard on the throttle, and that'd bring a big improvement in lap times."

"But that's all political. Basically, the strong part of our motorcycle is the engine, and reliability. But the Honda's been the same for so long, others have started to catch up again, so we need to work on the chassis to make it as nimble as some of the other bikes on the track. If we want to stay ahead, we'll have to work at it."

The next day at Eastern Creek, Mick Doohan rode a 180-degree Honda NSR500 "screamer" for the first time in five years. He broke Alex Criville's new lap record, set two days before on a Big Bang Honda, by well over one full second. Back to the future for Honda and Doohan in '97?

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Lafferty leaves his mark

By Steve Berkner

HURRICANE MILLS, TN, FEB. 2

KTM Sport Cycle's Mike Lafferty tallied his first-ever National off-road victory by scoring the overall win at the Loretta Lynn National Reliability Enduro. With the win, Lafferty, the 21-year-old up-and-coming off-road star, served notice to his fellow off-road competitors that he's a rider to contend with.

"Right now I just feel great," Lafferty said after the one-day ISDE qualifier.

"Everything just seemed to go right out there today. I've only been racing in (off-road) Nationals for the past two years and my best finishes so far were a few seconds. I couldn't have picked a better way to start the 1997 season."

Lafferty posted a score of 3083, bettering Works Enduro Rider's Chris Smith, who was 13 seconds behind Lafferty. Lafferty's KTM teammate, Scott Plessinger, was third, with a score of 3102, and Sport Cycle Racing/Yamaha's Doug Blackwell finished fourth with a score of 3107.

(Right) KTM's Mike Lafferty scored his first major off-road victory at the ISDE Qualifier Series opener at Loretta Lynn's. (Below) The 125cc class takes off in the final MX special test.



(Below) Four-time National Enduro Champion Randy Hawkins made his debut on his new Yamaha ride. Here he gets tangled up in a grass track special test. He ended up seventh



The qualifier, which was put on by the Grand National Cross Country series sponsor Racer Productions, consisted of 80 miles of trail. The two-loop event, with seven special tests (four one-mile-long grass tracks, two six-mile-long terrain tests and one five-lap final motocross) had 15 time checks.

Going into the final motocross test Lafferty held a 17-second lead over Plessinger, a 23-second lead over Blackwell and a 34-second lead over Smith.

"There were some real good riders here this weekend and I knew that I was near the top after seeing some of the (earlier posted) special test scores," Lafferty said. "Going into the final (175-

New ISDE selection process announced

The AMA announced a new ISDE selection process for the Italian Six Days which qualifies nine riders from three different regions for a total of 27. (The remaining 10 positions are selected separately by an ISDE board of directors to make up the six-rider World Trophy Team and the four-rider Junior Trophy Team.) In order for a rider to qualify he must ride all of the available qualifiers in his region.

The Eastern region would include evaluation points from the Loretta Lynn and MacArthur, Ohio, one-day qualifiers. The Central region would include the evaluation points from the Texas two-day qualifier. And the Western region would include a rider's overall evaluation scores from the two-day qualifiers in California, Idaho and Tillmook, Oregon.

At this time a rider must finish every day of every qualifier within his region to qualify (two days for the Eastern series, two days for the Central series and all six days of the Western series.) But throwaways may be allowed in the Western region series if nobody qualifies by finishing all six days.

To help level the playing field, evaluation scores from the eventual trophy team riders, and those riders who compete and/or qualify in other regions, will be removed from their non-related regional series' evaluation points list.

The AMA national title will be awarded on a rider's performance solely from the McMinnville, Oregon, two-day qualifier to be held June 21-22.

"McMinnville will be an exclusive race to determine the AMA National Championship," Hugh Fleming of the AMA said. "It will be an 'all or nothing' event that will be open to any AMA rider who wishes to participate. Hopefully it will draw riders from motocross as well as other national off-road series. Right now it looks like it may even draw national television coverage.

"We're trying this new system for qualifying for the Six Days this year to make the process fair. Nothing is cast in stone for next year so the AMA is looking for some rider feedback."

RELIABILITY ENDURO

AMA NATIONAL RELIABILITY ENDURO SERIES (EASTERN REGION)

Round 1: Loretta Lynn ISDE Qualifier

open) motocross, I knew all I had to do was get out near the front and I'd have a good shot at the overall."

In the first turn of that five-lap final special motocross test, Lafferty escaped a two-rider pileup between Plessinger and Blackwell, who had shared the holeshot. The two GNCC off-roaders hooked bars, allowing Honda-mounted Kevin Bennet, SCR/Yamaha's Randy Hawkins and Lafferty by.

"Scott and I just hooked bars and we went down," Blackwell said. "It was real disappointing because I had such a good day going. I knew we were all close (going into the final motocross test) and for a moment it looked like it was going to be between Scott and I."

Blackwell and Plessinger ended up dead last after the their collision.

Bennet held the lead for the first lap before Hawkins and Lafferty moved into first and second.

"I just tucked in real close to Randy and just let his momentum pull me along," Lafferty said. "By the last lap I could see that Doug and Scott were only just behind us and I thought, 'Just stay with Randy,' and that's how we finished. Riding with these guys (Hawkins, Plessinger and Blackwell) still kind of intimidates me sometimes. But I guess I proved to myself that I can ride with them today."

Second-place overall finisher Smith had to contend with his own pressure going into the final motocross test. The multi-time ISDE veteran and qualifier specialist had an almost perfect day going.

"I really only had problems on one test, and that was the third grass track (or test four, the site of the first grass track and the final motocross)," Smith said. "It was at the last turn before the finish and I just lost the front wheel in a rut and the bike went out from underneath me and I stalled out."

Smith finished that test nine seconds behind Lafferty.

That test - which was used for test one, test four, and test seven and located at the event's start/finish - was approximately one mile long and consisted of hilly terrain with rutted corners and off-camber switchbacks.

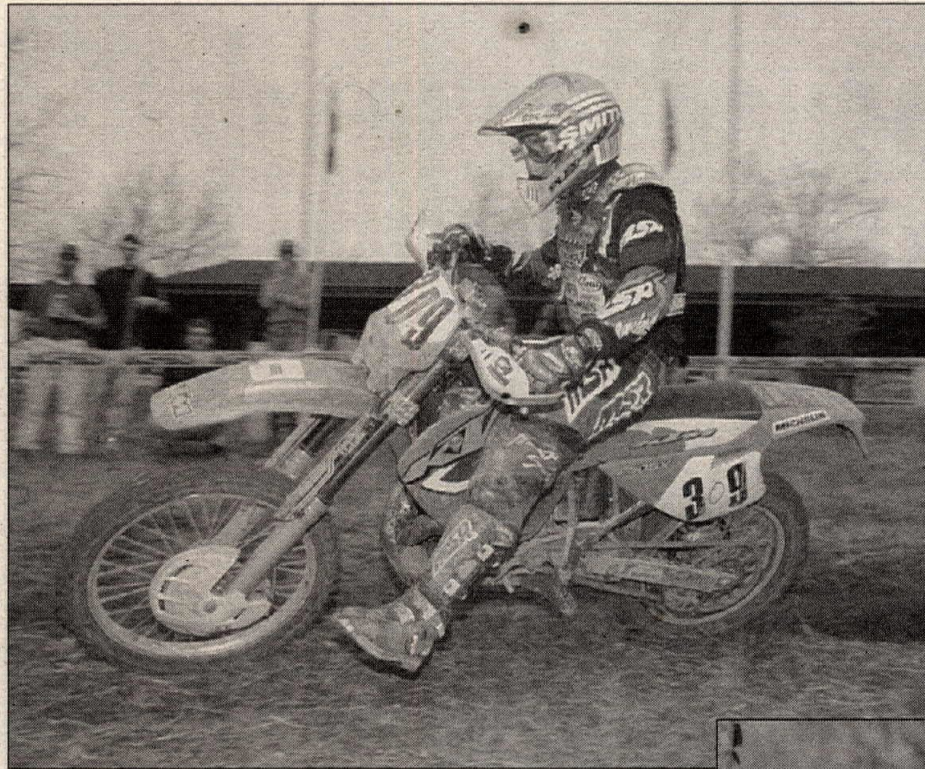
"To go fast (on that test) it took a lot of concentration, especially riding a 125," Smith said. "Earlier in the day we were tested on the track and I set the fastest time. Then I lost it in a rut on the second time through so I knew for the final moto it was going to come down to just concentrating on carrying your speed through all the switchbacks and tight corners."

Smith's strategy paid off as he set the fastest test score for the final motocross test, topping the 175cc-Open class by 20 seconds. Finishing one second behind Smith, in the 0-125cc final motocross test, was fellow lightweight two-stroke rider Fred Hoess and Guy Cooper, who was campaigning an electric-start 400cc Husaberg in the lightweight 0-400cc four-stroke class.

Although the motocross test was the final venue for the shootout between the top finishers, it was the second terrain test, a 5.8-mile-long terrain test, that set the stage for Lafferty.

Up until test four, Smith had set the day's fastest pace in the first three tests and enjoyed a six-second lead over Plessinger and a seven- and 11-second lead over Lafferty and Blackwell, respectively. But Smith's stall in test four's final corner put him off Lafferty's winning pace, moving Lafferty within two seconds of Smith overall.

Lafferty's biggest test win came dur-



ing the final terrain test where he bested Plessinger by 15 seconds, Blackwell by 17 seconds and Smith by 34 seconds. It was here where the Millville, New Jersey, native took over the lead.

"That last terrain test was awesome," Lafferty said. "I went into the test alone with no one to compare myself to."

"About midway through I caught Kevin (Bennet) and Jason (Dahners). The bike just seemed to hook up perfectly. So I just went for it and just let it all hang out. When I got to the end, there was Scott (Plessinger) and he was messing with his brakes so I knew he had problems. After that I was just stoked."

Plessinger did indeed have brake difficulties, difficulties that had plagued him to varying degrees during the event.

"Up until that test everything was going okay until I lost my (rear) brake," Plessinger said. "It just faded away. It went away for a little during the first terrain test but nothing like this. I'm sure it cost me. Especially at the end of the test when I had nothing. We just got the bike and we're still working out some of the little things."

Plessinger was not the only top-level rider to have problems. Hawkins had similar gremlins to work out after just recently signing a new contract with Yamaha.

"I've literally only had about two hours on the YZ since signing my contract with Yamaha two weeks ago," six-time National Enduro Champion Hawkins said. "I've been doing a lot of promoting and we haven't had the time to work on the setup yet. Our box van was just finished being painted Friday afternoon and we just packed it up about 6 o'clock that night and drove here."

"We haven't even got a 19-inch rear mouse yet and that cost me. I had to ride the first grass track with a flat tire. I got caught up in a fence post in another test and stalled the bike a couple times in the last terrain test. But don't worry, we'll get it right. We're just a little rusty. We pretty much just used this event as a shakedown in preparation for the upcoming Coalinga (California) National Enduro."

Hawkins finished the event seventh overall.

After the race, praises were almost unanimous for the Racer Productions-sponsored event. With kudos going to

(Above) Cross country specialist Scott Plessinger proved his versatility by finishing third overall.

(Right) Chris Smith was only 13 seconds off Lafferty's pace which was good enough for runner-up honors.



organizers Davey Coombes Sr. and former National Enduro Champion Jeff Russell.

"This is a pretty early race date for Tennessee and we were a little nervous about 10 days ago," Russell said. "It got down to about 6 degrees one night and the ground was frozen solid. Then it started to rain and we started wondering what we had gotten ourselves into. It was almost a promoter's worst nightmare."

Sunday conditions were ideal with overcast skies and temperatures in the low 60s.

Loretta Lynn ISDE Qualifier Hurricane Mills, Tennessee

Results: February 2, 1997 (Round 1 of 3)

O/A: 1. Michael Lafferty (KTM); 2. Chris Smith (Hon); 3. Scott Plessinger (KTM); 4. Doug Blackwell (Yam); 5. Fred Hoess (Suz); 6. Jason Dahners (KTM); 7. Randy Hawkins (Yam); 8. Guy Cooper (Hus); 9. Kevin Bennett (Hon); 10. Duane Conner (Yam).

Upcoming Rounds

Round 2 - New Waverly, TX, May 17-18
Round 3 - McArthur, OH, May 24

Briefly...

As reported in *Cycle News* last month, Suzuki's off-road team of **Rodney Smith, Steve Hatch** and **Paul Edmonson** will not officially be contesting either the National Enduro or the National Reliability Enduro Series this year. But Smith said in a phone interview that he intends to ride in a few of the Western qualifier races as well as the final national championship race. "Officially Steve, Paul and myself, are not getting any support for riding the qualifier series or Six Days, but I intend on riding a few of the qualifier events when they fit into my schedule. I'm also planning on defending my title in (McMinnville)," Smith also announced that he would participate in Italy's Six Days if he were selected for the Trophy Team. "If chosen for the team, I will be going," Smith said. "Even if I have to pay my own way."

Smith's former Suzuki Off-Road teammate **Guy Cooper** took the Loretta Lynn Qualifier

by storm as he easily won the lightweight 0-400cc four-stroke class while riding a box-stock electric-start FE400E Husaberg (Cooper finished eighth overall. The next closest in-class competitor finished nearly 200 seconds back). Just as with Randy Hawkins, Cooper found himself without a factory ride when Suzuki announced that it would only be contesting the National Hare Scrambles Series and the Grand National Cross Country Series for 1997. "Just like Randy, I got a short phone call (from Suzuki) that said I was no longer in Suzuki's plans," Cooper said. "That left me scrambling for some type of ride for '97. I put the word out and came up with a KTM/Husaberg ride. In all, they're giving me seven bikes to ride this year and I'm scheduled to ride in no less than 25 events." Cooper confirmed that one of those events could be the Italian Six Days. "Right now the Six Days are in my plans but it may be in conflict with a planned KTM/Husaberg 1998 model introduction press ride tentatively scheduled at Cooperland about that same time. We'll just have to wait and see."

26th ANNUAL

World Mini Grand Prix

ALL NEW TRACK

by Brayton Clark

The 26th Annual World Mini Grand Prix will be presented in Las Vegas, Nevada on April 3 through April 6, 1997 on an all-new track.

The track is located on the north end of Las Vegas and offers convenient access to all the great entertainment centers and casinos the city has to offer.

There are 32 different age and ability classifications presented for Pee Wees up through 125cc and 250cc Pro classes.

GIANT PRO PURSE

In addition to the \$20,000 plus contingencies that the factories are offering, NMA awards a \$3,000.00 purse to the pros covering all four classes available. The pro class at the World Mini Grand Prix has always been the "showcase" for the up and coming pros beginning with Jeff Ward and up through McGrath, Windham, Huffman, Emig and other prominent riders on the national scene.

FACTORY CONTINGENCIES

Over \$50,000 is being offered by the four major motorcycle factories for the various classes. KTM and ACTION are joining the award program with US Savings Bond awards for the Pee Wee classes. KTM will award a total of \$5500.00 in bonds to the littlest racers as educational awards for those finishing in the top five of each class riding the KTM50. ACTION is awarding \$4,375.00. In addition, over 25 of the top aftermarket companies will be at the World Mini Grand Prix with displays, awarding products and supporting NMA's racing activities.

CLASSES FOR ALL

In addition to all the motorcycle classes, both stock and modified for all levels of ability, the prime classes are the 60cc and 80cc classes offered based on age groups.

Gates will open at noon on Wednesday April 2, allowing the sea of motorhomes, vans, trucks and displays into the park. Post entries will be taken between 1:00 PM and 5:00 PM Wednesday for those who have not mailed in their entries and again on Thursday morning between 7:00 and 11:00 AM.

Practice for all classes will begin at noon on Thursday and run through conclusion. Racing will begin each day at 8:00 AM, Friday through Sunday with the championship motos scheduled for Sunday, followed by the awards presentation. The Friday and Saturday activities will conclude in time to allow everyone to enjoy the exciting Las Vegas night life.

With the all new track facility and the outstanding contingencies, prizes and awards, this year's World Mini Grand Prix promises to be the premier event of 1997. No advance events or practice is scheduled for the all new track which will make it equal to all.

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50 P. Wee Mod. Thru 6	125 Mod. Beg.
50 P. Wee Stk. 7-8	125 Stk. Novice
50 P. Wee Mod. 7-8	125 Mod. Novice
50 Super PW Mod. 6-9	125 Stk. Inter.
60 Jr. Cycle Stk. 6-8	125 Mod. Inter.
60 Jr. Cycle Mod. 6-8	125 Stk. Pro
60 Jr. Cycle Stk. 9-11	125 Mod. Pro
60 Jr. Cycle Mod. 9-11	250 Stk. Novice
80 Stk. Thru 11	250 Mod. Novice
80 Mod. Thru 11	250 Stk. Inter.
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GETTING CLOSER

FIVE POINTS. FIVE MEASLY POINTS PREVENTED ME FROM actually being right.

I predicted in this same space a year ago that Miguel DuHamel would successfully defend his AMA Superbike National Championship. It was a safe bet, considering what the French Canadian and his Smokin' Joe's Honda had accomplished in 1995. In fact, I felt it was somewhat of a shoo-in.

Ditto for my choice for the man who would finish second, Doug Chandler. Despite the fact that many had written him off, I felt very comfortable in predicting that Chandler would be the man to push DuHamel the hardest and that he would end up just behind the Honda man in the title chase.

Alas, those two flip-flopped - making me wrong for the third straight year. Three bad years in succession doesn't

sound that bad, until you realize that I only came up with this silly and somewhat humiliating idea four years ago. So if life were a baseball team, going one-for-four would have me batting eighth.

Last year was the first year that I included some picks from so-called Experts and, to make matters worse, one of them - Henny Ray Abrams - correctly picked Chandler as the champion. Fortunately, the others were worse than me, with some of them picking Chandler to finish as low as fifth while all of them, except Abrams, picked DuHamel to successfully defend his title.

Let's take a closer look at how my forecasts from 1996 turned out. With these results you'll also see my excuses as to why things didn't turn out the way I said they would.

Fact: Miguel DuHamel didn't win the 1996 AMA Superbike National Championship as I predicted. He did, however, finish second.

Excuse: I don't need one. Hey, I picked him to win and he finished second. Given my record of late, I'll take that as a victory.

Fact: I figured Doug Chandler would be in the hunt for the 1996 Superbike title and the Muzzy Kawasaki rider didn't disappoint. When push came to shove in the final round, Chandler met the challenge and won his second AMA Superbike crown. I'd picked him to finish second. **Excuse:** Again, I don't need one. I argued Chandler's case to numerous people over the off-season. They had written him off. I hadn't. Fortunately, neither had Rob Muzzy.

Fact: Tom Kipp finished third in the 1996 series point standings. Right where I picked him to finish. **Excuse:** I'm starting to get the hang of this prediction thing. So I'm bragging a bit. Problem? Check my top three and match it against the final point standings. Now do we need to talk?

Fact: I wrote that Pascal Picotte would finish fourth in the final point standings on the new Suzuki GSXR750 and he ended up one spot lower, in fifth. **Excuse:** I continue to impress myself, but since my arm is getting a bit tired

from all the back-patting, I'll give myself a break.

Fact: Mike Smith continues to kill me. I pick him to be champion, he finishes seventh. I pick him to finish fifth, he drops to 11th. I tell everyone he's the FMTNMAN (Fastest Man To Never Win A National) and suddenly he can't keep the leaders in sight. **Excuse:** Maybe I'm killing Mike Smith. Oh, by the way, Mat Mladin is my new FMTNMAN. And I hope that isn't a jinx.

Fact: Steve Crevier didn't finish sixth as predicted by yours truly. Crevier finished 10th. **Excuse:** I didn't know that Crevier worked part time as a personal watercraft mechanic.

Fact: Mat Mladin isn't a washed-up has-been. Mladin is a very good road racer, despite a past that sometimes says otherwise. I picked him to finish seventh in his AMA debut season and he ended up fourth. **Excuse:** Like Giacomo Agostini, maybe I never really gave Mladin a decent chance.

Fact: Jamie James was supposed to have finished eighth in the 1996 season point standings. But he ended up 17th. **Excuse:** James' final season of AMA road racing wasn't the happy one it was

supposed to have been. His season was ruined when he crashed out of the lead in the rain at Mid-Ohio and that's a shame. A win at Mid-Ohio might have kept the likable veteran around for another season.

Fact: Chris Carr didn't ride his Harley-Davidson to ninth in the championship. Instead, Carr dropped to 12th, a victim of both the unreliability of the VR1000 and his road-racing inexperience. Carr qualified on the pole for the Pomona National and may have stood a chance of winning. Unfortunately, he crashed in the first turn. **Excuse:** I knew a Harley would end up ninth in the title chase. I just picked the wrong one.

Fact: I predicted that young gun Aaron Yates would be a surprise in the 1996 series. And that he was. I also predicted that he'd make mistakes and end the series in 10th. He ended up not making many errors and finished sixth. **Excuse:** I figured that ponytail would slow him down. Who knew that Suzuki would make him cut it off.

Thankfully, 1996 is history, and so are my picks from a year ago. Here are my 1997 picks, with apologies to all of those who are doomed to be jinxed by them.

By Paul Carruthers
Photos by Henny Ray Abrams

1. Mat Mladin - #66
Age: 25
Hometown: Camden, Australia
Team: Fast By Ferracci Ducati
Best result in 1996: second (Laguna Seca, Sears Point and Las Vegas)



AFTER A TWO-YEAR HIATUS, THE Ducati bashing will start anew in 1997. And it'll start after four rounds. By then, Mat Mladin and his Fast By Ferracci Ducati will be leading the AMA Superbike National Championship. The griping will start slowly, but it'll gather momentum in a hurry as Thomas Stevens and his Vance & Hines Ducati start the season late but begin to jell and run at the front with Mladin and Co. By Brainerd, the complaining will turn into a revolt with the other team owners demanding rule changes against the big red V-twins.

But that's only my scenario. And, as you know, I've been wrong before. The other possibilities are: Mladin never comes to grips with the Ducati; or when he does the crankcases started to explode and he drops out of all too many races to be a contender.

I'm sticking with my prediction because of three things: 1) I still believe the Ducati is the best motorcycle under the current rules; 2) Mat Mladin desperately needs to win again to further his career; 3) Eraldo Ferracci is on the bubble. A championship in 1997 will help him retain his status with Ducati for at least another year while a poor season will only further bolster the Vance & Hines Ducati effort.

With their backs against the wall, I think Mladin and Ferracci will make a formidable combination.

4. Aaron Yates - #20
Age: 23
Hometown: Milledgeville, Georgia
Team: Yoshimura Suzuki
Best result in 1996: first (Sears Point)



PICKING AARON YATES TO finish ahead of his Yoshimura Suzuki teammate Pascal Picotte was difficult to do.

Last year the big, talented and brave Yates became a factor - right away. He led the Daytona 200 and he did so without any hoopla - this was exactly what he figured he could do. It took him until the penultimate round before he won, but he did so in brilliant fashion with a hard-fought victory over his then-teammate Mladin. Surprisingly, Sears Point was the only time Yates stood on a superbike podium all season.

Although I don't think Yates will contend for the championship yet, I do think he'll lead the next group of challengers. I also think he'll be challenged in this spot by Picotte and it'll come down to more than who can be the most consistent. If that were the deciding factor, I'd pick Picotte in this spot because he will likely be more steady. I happen to think that Yates' flash will put him at the top in at least one race in 1997, and that'll be good enough to place him fourth at season's end.

2. Doug Chandler - #1
Age: 31
Hometown: Salinas, California
Team: Muzzy Kawasaki
Best result in 1996: first (Laguna Seca, Las Vegas)



IF DOUG CHANDLER WERE TO successfully defend his AMA Superbike crown, he would be the first to do so since Fred Merkel in 1986.

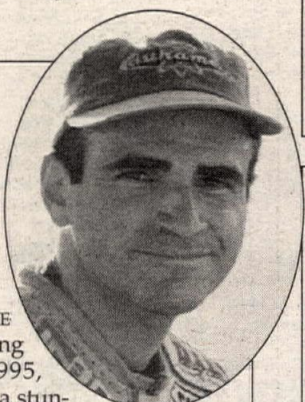
Last year I predicted that Chandler would be the man to step up and give DuHamel a run for the money. This year I'll repeat that: Doug Chandler will be the man to step up and give Mat Mladin a run for the money. If Mladin falters the slightest, Chandler will be there to pounce and he will earn his second straight and third AMA Superbike title.

Unless his Muzzy Kawasaki fails him, Chandler will be there week in and week out. He doesn't have bad races, he doesn't fall down - and he doesn't make poor choices. Thanks to nothing but positive preseason tests, Chandler is also riding a wave of confidence. And a confident Doug Chandler is a difficult man to beat.

Last year, Chandler raced most of the season in the shadow of Miguel DuHamel, despite leading him most of the time in the championship points chase. DuHamel, for the most part, was still the fastest guy, winning four races to Chandler's two. But all of that momentum swung the other way in the final round of the series in Las Vegas. Chandler won the race and the title, but more importantly, he now thinks he's going to be the fastest guy at each and every track on any given weekend.

For the above reasons, Chandler will be in the hunt all season. And if the Ducati or Mladin hiccup at all he'll be the champion.

3. Miguel DuHamel - #17
Age: 28
Hometown: Montreal, Canada
Team: Smokin' Joe's Honda
Best result in 1996: first (Daytona, Pomona, Homestead and Loudon)



MIGUEL DUHAMEL CAME INTO THE 1996 season riding a wave. Coming off a red-hot season in 1995, DuHamel followed that up with a stunning victory over Scott Russell in the 1996 Daytona 200. He was on fire and there was no way he was going to be beaten.

A win in Pomona only further bolstered that notion. Then things unraveled a bit in Laguna Seca when he crashed while leading in the final moments of the race. Still, he bounced back with a win in Homestead. Poor decisions left him with a fourth and fifth in the wet races that followed at Mid-Ohio and Road America, but he won again in Loudon and was second in Brainerd. At Sears Point, he was ninth due to a mechanical failure.

All things pointed toward another championship as the season went to the final round in Las Vegas. But DuHamel couldn't match Chandler in qualifying, and he couldn't match him in the race. And he lost the title. Since those two days in Vegas, DuHamel hasn't been able to match Chandler at any of the places the pair have tested.

How DuHamel reacts to all this will determine if he wins the 1997 AMA Superbike National Championship or if he falls to my predicted spot - or worse. One thing is certain, when he's on he is the hardest man in AMA Superbike racing to beat.

Maybe the preseason tests don't mean anything. Maybe Las Vegas was an aberration. We'll all know very soon.

5. Pascal Picotte - #21
Age: 27
Hometown: Granby, Quebec, Canada
Team: Yoshimura Suzuki
Best result in 1996: first (Mid-Ohio)



PASCAL PICOTTE HAS THE ability to make this pick look really bad. There are times when nobody is faster than Picotte, it's just that you can't seem to count on that at each and every race. In what will likely be the most competitive superbike season yet, Picotte will have to click at all of them.

Picotte pundits say that the French Canadian is somewhat of a one-lap wonder. That he can turn it up for a quick qualifying or testing lap, but that when the tires start to get a bit greasy midrace, he starts to lose positions. To succeed in 1997, he'll have to prove them wrong.

Last year Picotte fell a bit by the wayside, even in the team he was supposed to lead. Despite finishing smack dab between his teammates Mladin and Yates in the championship, Picotte didn't get the attention that the others did. This off-season he has moved to California in an effort to be closer to the team. He's a regular visitor to the Yoshimura race shop and so far in off-season tests he's been consistently the fastest of the three Yoshimura riders.

Again, Picotte could prove to be the surprise of the title chase. The luster of his win at Mid-Ohio last year was taken off somewhat by the weather, and by Jamie James' crash, but he is capable of winning again - at any race on the schedule.

8. Larry Pegram - #72
Age: 24
Hometown: Columbus, Ohio
Team: Yoshimura Suzuki
Best result in 1996: second (Pomona)



BY THE END OF THE 1997 SEASON, we'll all know how good Larry Pegram really is. If he fails to come to grips with the Suzuki in 1997, then it will be fair for pundits to point to his '96 success and say it was all due to the fact that he rode a Ducati.

Then again, the 1997 season may also prove that - like Mike Hale - the Ducati didn't really suit Pegram's style and that his career flourished when he got aboard a four-cylinder motorcycle. We'll just have to wait and see.

I believe that Pegram's style will be well suited to the Suzuki, but I also feel that it'll take him a while to get the bike to the front. This will prove to be a learning year for Pegram and that's why he's not picked any higher.

6. Tom Kipp - #16
Age: 28
Hometown: Mentor, Ohio
Team: Yamaha
Best result in 1996: third (Road America, Loudon and Brainerd)



YOU GET THE FEELING THAT Tom Kipp just needs to win an AMA Superbike National to truly get rolling.

Although he finished third in the championship last year, Kipp was never really that close to finally winning one - despite the fact that he obviously has the talent to do so. Plagued by somewhat-dated Yamahas, it's really amazing that Kipp continues to put in such stunning efforts when he knows that he's fighting a losing battle.

This season he will be faced with the uncertainty of the Yamaha team moving in-house after a long association with Vance & Hines, and he'll also be the lone Yamaha rider in the field. Although you would have to be fairly close to the team to know how much information was shared between Jamie James and Kipp in years past, not having a teammate to help develop the aging Yamaha can only be a detriment to Kipp's chances.

Last year Kipp never finished worse than 10th while accumulating points in every race in the 10-event schedule. He'll likely repeat that performance in 1997, but it'll take more than that to crack the top five.

9. Thomas Wilson - #30
Age: 29
Hometown: Oregon, Ohio
Team: Harley-Davidson
Best result in 1996: second (Mid-Ohio)



THOMAS WILSON CAME VERY close to giving the Harley-Davidson VR1000 its first AMA Superbike win last year in the rain at Mid-Ohio. He also finished the season with strong fourth- and fifth-place finishes, earning himself the AMA Superbike Rookie of the Year honor along the way.

He was a pleasant surprise in 1996 and was always in the top 10 when his VR1000 didn't fail him. He also surpassed teammate Chris Carr as the man most likely to put the VR on the winner's rostrum.

Unfortunately, the VR continues to be unreliable at times and that alone is enough to prevent me from picking Wilson - or Carr - higher in the standings. That and the fact that it takes the Harley team most of the season to get the VR competitive, despite always ending the previous season with a motorcycle capable of winning.

7. Thomas Stevens - #7
Age: 33
Hometown: Sanibel, Florida
Team: Vance & Hines Ducati
Best result in 1996: Did not race in AMA Superbike Series. Finished second in AMA 600cc Supersport Series.



DESPITE MISSING THE FIRST TWO RACES OF the season in Phoenix and Daytona, it's not asking much of Thomas Stevens to finish this high in the 1997 AMA Superbike National Championship. Stevens will be reunited with his tuner of old, Jim Leonard (the pair won the superbike title together in 1991), and with team owner Terry Vance. More importantly, Stevens will be armed with Ducatis.

It would be easy to predict that the Vance & Hines Ducati team will encounter teething problems along the way in its debut season with the V-twin, but it would also likely be incorrect. This is an experienced team and they have an experienced rider in Stevens. They'll get their bikes too late to compete in Phoenix and Daytona, and that's why they've been placed this low. One thing is certain, they'll come to Laguna Seca well prepared and with high expectations. I think they'll do well together and it wouldn't be much of a surprise to see Stevens win a Superbike National in 1997.

Every year there is at least one rider who has reached the put-up-or-shut-up stage of his career. In 1997, that rider is Thomas Stevens.

10. Steve Crevier - #14
Age: 29
Hometown: Pitt Meadows, British Columbia, Canada
Team: Smokin' Joe's Honda
Best result in 1996: fourth (Homestead)



STEVE CREVIER WAS FINALLY given every opportunity to shine in 1996. He was placed in the Smokin' Joe's Honda team, given one of the best tuners in the business (Merlyn Plumlee), and was handed motorcycles that Miguel DuHamel had proven good enough on which to win.

Crevier, though, didn't take advantage of the situation. His season started with consistent results in the first four rounds and he may have shown drastic improvement in the second half of the season - but his debut year with the Honda team was ruined by a personal watercraft accident that left Crevier with internal injuries. The tough little Canadian came back at the end of the season, but not with the aggressive style that had earned him a spot on one of the top teams in superbike racing.

Now Crevier finds himself in a lame-duck role, having virtually been replaced for the 1998 season before the 1997 season even starts. Young Ben Bostrom is waiting to move into the team in 1998 and Crevier will have to perform admirably in '97 just to assure himself a spot on a factory team in '98.

Like Stevens, it's put-up-or-shut-up time for Crevier.

Wild Cards:

Chris Carr, Gerald Rothman Jr., Ben Bostrom, Tommy Hayden...

ANY OF THESE FOUR RIDERS COULD SQUEEZE INTO THE TOP 10 IF THE OPPORTUNITY ARISES. LIKE HIS TEAMMATE Wilson, Carr's performance depends almost entirely on the reliability of the VR1000. If the bike is better and stays together, Carr is capable of moving into the top 10.

Rothman will make his superbike debut in 1997 and he does so on a Fast By Ferracci Ducati. He's smart enough to take his time, but he can't be so patient that he doesn't impress enough to keep the ride for 1998. A good start to the season could put him in the top 10.

The only reason Ben Bostrom isn't in the top 10 is because we're still unsure as to how many superbike races he'll compete in. If Honda places him on a limited superbike ride season, then we've done right in leaving him out. If the talented youngster races in seven or more Superbike Nationals, he'll likely finish higher than what we've predicted for him. Tommy Hayden is a true unknown.

Rob Muzzy is grooming him to take over for Doug Chandler one day, and this year may prove to be the tell all as to whether or not he has what it takes to support Muzzy's faith. Again, Hayden could end up surprising everyone.

Other so-called experts...

Henny Ray Abrams - *Cycle News* contributor

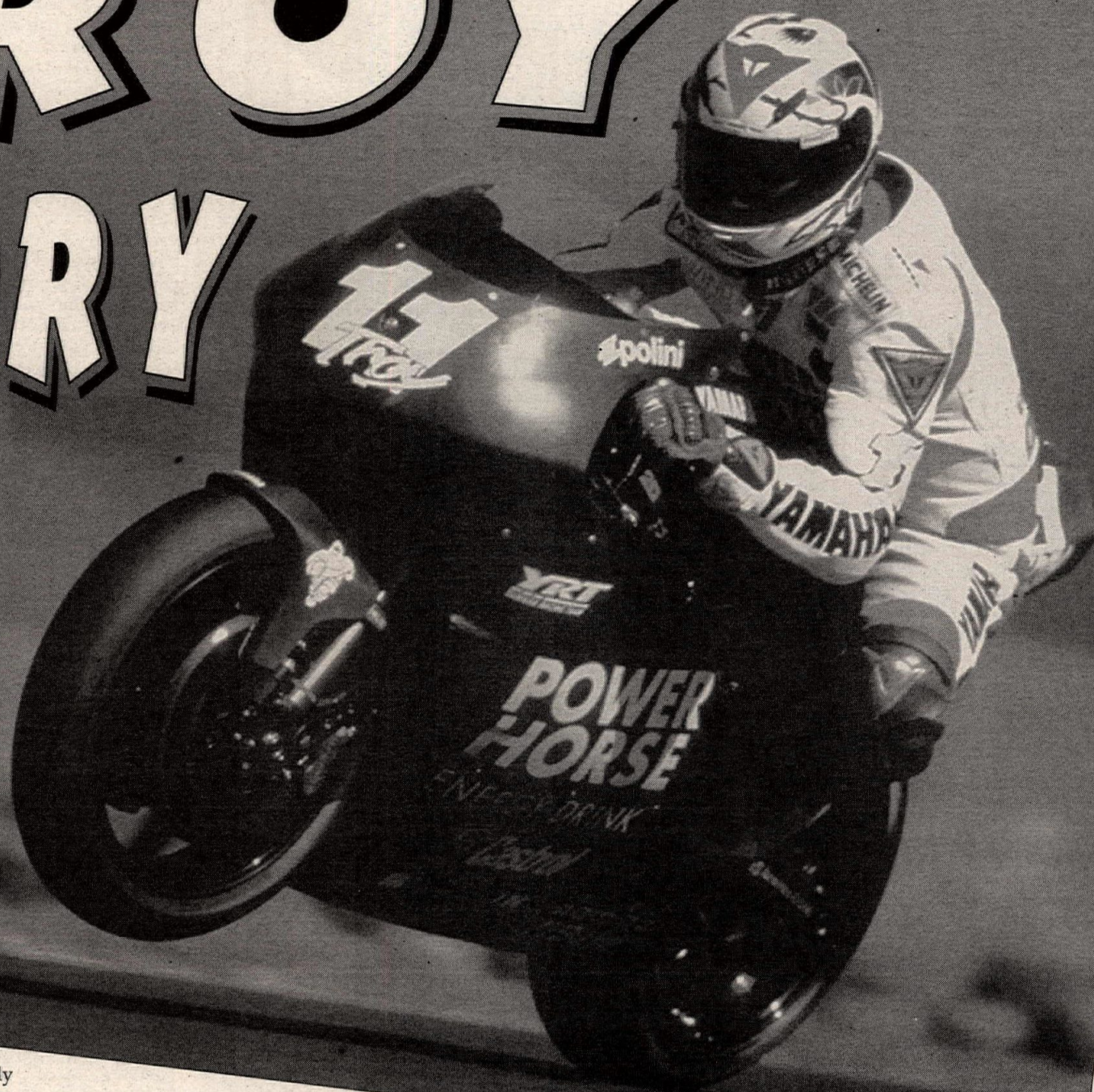
Colin Fraser - co-producer of Canadian Superbike Series, director of competition for F-USA, *Cycle News* contributor

1. Doug Chandler
2. Mat Mladin
3. Miguel DuHamel
4. Pascal Picotte
5. Tom Kipp
6. Aaron Yates
7. Thomas Stevens
8. Thomas Wilson
9. Larry Pegram
10. Steve Crevier

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8. Larry Pegram
9. Thomas Stevens
10. Steve Crevier

By Darryl Flack
Photos by Gold & Goose

TROY STORY



h, so smooth and breathtakingly fast only begins to describe Australian Troy Corser's ascension to the rarefied world of 500cc Grand Prix racing. After graduating from 250cc production to 250cc GP racing in Australia and then to superbikes in 1992, Corser has proven to be a man for all seasons by winning the Australian, AMA and World Superbike Championships in just four years.

Hailing from Dapto, a neighboring suburb of Wayne Gardner's hometown of Wollongong, this one-time apprentice refrigerator technician is set to become one of the superstars of 500cc Grand Prix racing. But as the first reigning World Superbike Champion opting to forgo his title defense in order to take on the likes of Doohan, Criville, Beattie and Roberts, Corser will be under extra pressure to prove his ability in the wake of his success on the superior Ducati V-twin.

He had his first real outing on the Promotor Yamaha YZR500 at the Phillip Island IRTA test recently where he spoke of his timetable to win road racing's holy grail, his rivalry with Lucky Strike Suzuki sensation Anthony Gobert, and what it takes to ride a 500cc GP bike to the limit.

Going back seven years ago when you first started racing, did you dream or even know that you would end up racing a works 500 in the World Championship?

Well, I hoped I'd have the opportunity by now to be on a 500. From 1993, when I won the Aussie Superbike Championship, I wanted to head to World Superbikes, but that chance didn't come from Honda (whom Corser rode for in 1993). Then I did the deal with Eraldo Ferracci to race in the States, and I said, "Okay, it's not what I want to do, but I'll use it for experience, and if I win it, that's one more title I could count along the way." Not so many Australian riders have the chance to ride in America to race in their championship for whatever reason, so it was a good opportunity.

Have you been testing the 1997 YZR500 at Phillip Island?

We've got the new chassis but we don't have the new engines yet.

When are they due?

I'm hoping by our next test. If it's not then, it will be before the first Grand Prix.

Will the '97 Yamaha engine be pre-Big Bang?

I don't exactly know. They haven't told us what the configuration will be, only that it'll have more top end, which is pretty much what we're lacking. Other than that, the '96 engine feels good - good off the bottom and a strong mid-range, but the top end's a little flat in the top two gears. We were doing 176 mph yesterday, about the same as Mick (Doohan), so we're not too far off, but the old engine lacks pull in the upper gears.

Your World Superbike Promotor squad is making the move up to the 500s with you. What's the makeup of your team?

I've got the three mechanics I had from last year, plus another Italian, and my Promotor crew chief as well as four Japanese engineers from Yamaha's factory.

Has any member of the Promotor team had Grand Prix experience?

Yep, with the Honda HB team and other 250 teams, so they're familiar with the GP scene. The 500's got more adjustment on it than a 250, but we're working on that right now. They know what they're doing. It's just a matter of refreshing their memory and learning the 500.

How have your times been?

Not too bad. Yesterday wasn't too bad; it was a little bit breezy on the first two days and we've been trying lots of different things on the bike to see what it does, and get a bit of a feel for it. I did a 1:35.4 yesterday (1:35.2 the final day) which I'm pretty pleased with, considering the pace I was going at.

Would you say eight-tenths, nine-tenths?

Not even that. I think Mick (Doohan) did a 33.8 yesterday, so it's not so bad seeing how hard he was going. He was firing tires in and out all day, so yeah, I was pretty happy, considering.

Has the jump from a four-stroke Ducati to the 500cc GP bike been as much as you expected?

Not as much of a jump as I thought. I thought the bike would have a lot more power and be a lot harder to ride, but it's not real hard to ride. It's hard to ride it 100 percent, and that's the difference. What kind of stunts have you been doing on the bike?

I've been doing 10-15 laps at a time, and the tires are chewing up fairly quick. The temperatures over the first few days were cold, and the last couple of days have been hot. The wind has been hanging around, though, so it hasn't been perfect conditions.

Surely the real trick on the 500 will be sustaining your lap times once the tires go off.

For sure.

So did you request the Michelins that you won the World Superbike title with? There was talk that the team would use Dunlops.

Yeah, there was mention of that, but I wanted to carry on with the Michelins. I said, and so did Luca (Cadallora), that we wanted Michelins in our agreements. So the Dunlop option was never seriously considered because I definitely wanted the Michies, and it would've been silly to change for the sake of the budget and perhaps drag us back a little.

There were reports that your team boss Alfred Inzinger was struggling a little to get enough sponsorship to fund two riders for '97.

I don't believe so. As far as I know, it's financially okay. Yamaha seems real happy working with the team and to be associated with Power Horse and Promotor.

How long have you signed for?

Two years.

How long has Inzinger got his deal with the bikes?

I understand we have a two-year arrangement with the factory for the bikes and an option for another year.

Anthony Gobert said he's glad you're on a 500 and that he's sure you'll be in for a rude awakening given that you had an advantage with the Ducati.

That doesn't really worry me. I mean, the 500's an awakening for me in itself - if that's what he meant, then that's what I got. Other than that, I don't believe it will be a problem. I feel real comfortable on the bike. Each time I get on it I'm feeling better and better on it. I'm not trying to go fast and throw it away trying to go half a second quicker for the sake of a test session. I believe Anthony did a 34.3 last week, which was done in perfect conditions, and we've been battling a headwind so we're not that far away. And knowing how hard I've been trying and how hard Anthony would've been going, I'm not really worried - if you know what I mean.

Does being the first reigning World Superbike Champion to move to a 500 carry extra pressure?

In a way, I guess, but I don't really think that way. Superbikes are completely different bikes. I proved that I could win on it, but because I could win on a superbike doesn't necessarily mean that I can win on a 500. Given more time and practice on it, I'm sure I'll get there.

What is your timetable for the next three years?

I believe in my third year that I can challenge for the title. I think this year a top five or top six is possible. I reckon by midseason that I should get on a podium and be right there in qualifying. I think on a 500 it's real important to be on the front row, because there are so many bikes that are close during qualifying. By my second year, I hope to be in a position to win some races.

You've become faster and smoother every year since 1993. How do you explain this improvement?

I think it's just getting confidence on the bike, and more and more riding. Obviously, the more time you spend on the bike, the better. I've had a few crashes



over the years but I've never been injured badly, whereas other riders have, for instance Anthony (Gobert). He did his collarbone and his ankles last year and that held him up a little. If he didn't have as many injuries, which prevented him from riding, he would've possibly had a better season given his obvious riding ability. But that's all part of it. You've got to stay on it and stay healthy. I've been a bit calmer about it, I guess. Everyone has their own approach to it.

Have you followed Doohan around at this test?

I haven't really followed him. I was pulling into the pit when he went past me and I was gonna keep going but he disappeared. I've watched him from the outside of the track, watching his lines but mainly his gear-change points. We've made a few changes to my internal ratios because I wasn't happy with it, because I was in between gears - one

gear too short, the other too long. And after going out and listening and watching and thinking about my bike, we changed it last night, and we'll try it today just for future reference.

There was talk of you going to Lucky Strike Suzuki this year. How close did you get?

I spoke to Garry Taylor quite a number of times and he was keen for me to test the bike. I almost ended up going for a test at the end of the season, but I wasn't allowed to because I was contracted to the Ducati factory to the end of the year. There was a clause for me to test, but the factory had to agree with any test and they wouldn't. I told them if they were going to bring back the Cagiva and it was a good thing, well, let's start now and do it, but if you're not, I'm going to have to move on because you don't have a bike for me. I said I'd like to go for a test and they said I couldn't until the end of the season. I didn't really

argue with them - I just accepted it. It just meant that we had to wait to the end of November (to test the Yamaha).

Do you have any regrets about missing out on the Suzuki ride?

Not really, because I'm happy to be here with my team - that's not to say there's anything wrong with the Suzuki guys. But I've already worked with Promotor and they're happy working with me, so that'll make this year a little bit easier.

Have you finalized your personal sponsors yet?

I've got Dainese from head to toe - helmets, boots, leathers and gloves. I've also got Fog City and Pro Grip from last year.

Your parents have played a big part in your racing career. Will they be traveling with you this year?

Yes, at some stage they'll be over. My mum's been responsible for looking after the administration side of my racing and I'm expecting them at some of the races, but we don't know which ones yet.

Is there one person in Grand Prix racing who you admire and whose style you want to model yourself on?

No, not really, but Mick is Australian and World Champion and he's right in front of us. I guess Mick would have to be the benchmark for everyone for the last three years. Before that, (Wayne) Gardner was a rider I liked because he was smooth and aggressive.

You said that you learned a whole lot from watching Fred Merkel when you were racing for Fast by Ferracci in 1994. Is observing other riders a big part of your racecraft?

Yeah. In the superbikes, I pretty much looked and tried to learn from anyone. Sometimes it worked, other times it didn't, either through slower lap times or not feeling comfortable or simply saying, "I can't do that!"

Your smoothness became a real trademark on the Ducati, but a 500 demands to be ridden a lot looser.

Definitely. That's what I've been trying to do in this test, getting it sliding and getting a feel for the throttle and the grip from the Michelins. I'm spinning it and sliding not too bad.

Which corners?

Coming onto the straight (fourth gear, 135 mph), coming out of Southern Loop and down toward Honda (fifth gear, 160 mph) and through Siberia and up over Lukey Heights, basically everywhere.

How are the tires hanging in there?

Like I said, I'm doing 10- to 15-lap sprints and they're pretty well shot by then. I've got some new tires to run through today, the same new ones Mick has been testing, to get a feel for them. We've been testing last year's stock, if you like, the same ones I used in superbikes.

How do you think Mat Mladin will go with your old team in the AMA series?

I'm not sure. Mat's riding fairly well. I watched a few of the AMA races last year and he was riding the Suzuki fairly well. I believe he's already tested the Duke a few times and gone pretty fast, so I think he should be okay.

Do you think he's got a real shot at the title?

I think so, yeah. The same competition is pretty much still there from 1994 when I was there, the same riders doing the same tracks, so they should have more experience. So it surprised me a bit that the guys I raced with who've been around for four or five years haven't really improved their times in the last couple of years. I was a little surprised that I was on the pace after three days of my first test in America. Mat's pretty much in the same position now.

ARENACROSS

AMA/PJ1 NATIONAL
ARENACROSS SERIES

Rounds 19 & 20: Lawrence Joel Memorial Coliseum

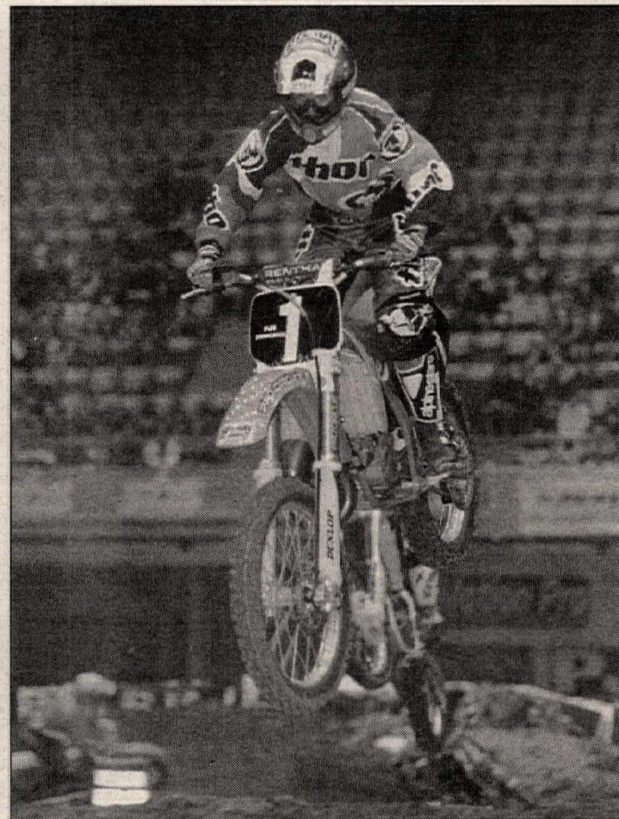
Mixing it up down south



(Left) Cliff Palmer regained the series points lead with the 250cc win and a second in the 125cc class on Friday evening. Consistent rides on Saturday kept him there. He leads Buddy Antunez, 621-614.

(Right) Jimmy Gaddis won the 125cc class on Friday night, but an injured wrist in one of Saturday's heat races put the defending champion out for the rest of the night.

(Below) Chad Pederson rode well and finished second in both the 125cc and 250cc classes on Saturday night. He has inched closer to Palmer and Antunez in the points battle and sits in third with 601.



By Jay and Sharon Hauser
Photos by Kinney Jones

WINSTON-SALEM, NC, FEB. 1-2

For the second year in a row, Mike Kidd Promotions set out to bring the exciting AMA/PJ1 National Arenacross Series to the southeast corner of the United States. The '96 round was canceled due to a major ice storm, but '97 would prove to be a great success.

The sign-up sheet was a virtual who's who of the points battle - Chad Pederson aboard his Chaparral Yamaha, Buddy Antunez and Denny Stephenson aboard their Thor/Primal Impulse Hondas, Cliff Palmer was on hand to lead the fight for Suzuki and defending champ Jimmy Gaddis had his Thor Kawasaki ready to go, as well.

"This is the best dirt we have had since Oklahoma," said Mike Lambert, head of track operations. The good soil helped to provide the widest start turn to date, along with a tricky quad jump section. Pederson was the first to make the leap in practice and triple into the section, as only a handful of riders would attempt the jump the whole weekend.

With this much talent on hand, things were bound to be exciting, and the riders

did not disappoint. Many of the up-and-coming pros, along with a few top local pros, jumped in to mix things up a bit, as was the case with Greensboro, North Carolina's Jim Neese. After struggling on Friday night, Neese came back with a crowd-pleasing win in the 250cc main Saturday aboard his Jim's Motorcycle Sales/Hammerhead Graphics/Pro-Action-backed Suzuki.

Also mixing up the weekend's results, as well as the series points standings, was the fact that series points leader Antunez failed to make the 125cc main on Friday, opening up the door for the consistent-riding Palmer. Palmer turned in strong rides all weekend, including a 250cc main-event win and a second in the 125cc class on Friday to take over the points lead.

The stop in Winston-Salem was not a pleasant one for last year's champion Gaddis or Texas resident Jeff Dement. Gaddis took the 125cc main-event win Friday only to break his wrist on Saturday night, while Dement crashed hard on Friday and did not return for Saturday.

FRIDAY

When the gate dropped and the 16-rider 125cc field rounded turn one to get the show started, it was Gaddis with a

commanding holeshot over Palmer. Gaddis would not surrender the lead all the way to the checkers. While Palmer did everything in his power to work around Gaddis for the lead, Stephenson had his hands full, holding off a trio of Yamaha pilots - Pederson, Ohio's Jeromy Buehl and Yamaha of Troy's Todd DeHoop.

By the halfway point of the race, Gaddis had the field covered and, although there were only inches between the front-runners, no one was advancing. At the checkered flag it was Gaddis over Palmer, Stephenson, Pederson, Buehl and DeHoop.

The 250cc main saw Palmer shoot his F&S Suzuki/Bieffe-backed RM250 to the front of the pack with Thor/Kawasaki's Shawn Morgan making a brief showing in the runner-up spot. Morgan was by no means letting riders get by easily, but he did start slipping back as Stephenson and Antunez went by him on lap three. This put Morgan in a tough spot of holding off Buehl and the slow-starting Gaddis.

Palmer proceeded to move out and take a good six-second lead by the halfway point, and went wire to wire for the 250cc main win. As the quick moto started to wind down, Antunez was able to make a move on his teammate and

pushed Stephenson back to third, making up slightly for missing out on the 125cc points and money.

By the end of the main event, Buehl and Pederson had muscled their way past Morgan to fill out the top five and Morgan made his stand at sixth. DeHoop and Gaddis followed to grab seventh and eighth, respectively.

Palmer's 250cc main win, along with his second in 125cc main action, put him at the top of top of the money winners' list for Friday, earning him a quick \$1600 for his efforts.

SATURDAY

In Saturday's 250cc qualifying heats, the series lost its defending champion when Gaddis, without even falling, pulled over to the side of the track with a broken wrist. Needless to say, he'll be out for a while.

The gate slammed to the ground to get the 125cc main under way on Saturday night, with Pro-class newcomer Jon Boruff showing the way. The Kingsport Kawasaki/Suzuki-backed rider out of Clinton, Tennessee, lead the opening laps, but soon fell victim to the more-experienced Pederson and, soon afterward, Buehl. Broc Sellards and his Team Green partner Robbie Horton, along with Antunez, all worked past Boruff as

well, but were smacked with a disqualification that sent them to the bottom of the results sheet.

At the halfway point, Pederson handed over the lead to Buehl with a quick soil sample at the takeoff of the finish-line jump, although he was able to remount quickly enough to retain his second place. At the checkers, it was Buehl with a fine ride to take the 125cc main win over Pederson, while Palmer, Neese and Todd DeHoop made the best of the punishment handed down to Sellards, Horton and Antunez to round out the top five.

As the riders lined up for the final Pro race of the weekend, track announcer Robbie Floyd was busy pumping up the crowd with introductions. The final rider introduced to the crowd was Neese. Floyd used the fact that Neese lived only 20 miles away and was the local boy to get the crowd going.

The gate dropped, the crowd went crazy and Neese found himself on the rear fender of a blazing-fast Pederson, holding off the freight train of Stephenson, Antunez, Buehl and Palmer. It took Neese three laps before he was able to push his way past Pederson, and once past he was untouchable.

"I've felt great all night long, like I just couldn't do anything wrong," an excited Neese explained of his races.

By the drop of the checkered flag, Neese had secured a very important win to start off his year, besting Pederson by five seconds. Antunez capped off his up-and-down weekend with a podium placing in the 250cc main, edging out Buehl for third. Palmer finished in sixth behind Stephenson, using his consistent finishes to take over the points lead from Antunez, 621-614, with three more stops to go in the series. **CN**

**Lawrence Joel Memorial Coliseum
Winston-Salem, North Carolina
Results: February 1-2
(Rounds 19 & 20 of 26)**

Friday
125 PRO: 1. Jimmy Gaddis (Kaw); 2. Cliff Palmer (Suz); 3. Denny Stephenson (Hon); 4. Chad Pederson (Yam); 5. Jeremy Buehl (Yam); 6. Todd DeHoop (Yam); 7. Shawn Morgan (Kaw); 8. Trey Owens (Kaw); 9. Jim Chester (Suz); 10. Derrick Bentley (Kaw); 11. Brad Woolsey (Kaw); 12. Barry Carsten (Suz); 13. Robbie Horton (Kaw); 14. Jon Boruss (Suz); 15. Andy Bowyer (Kaw).

250 PRO: 1. Cliff Palmer (Suz); 2. Buddy Antunez (Hon); 3. Denny Stephenson (Hon); 4. Jeremy Buehl (Yam); 5. Chad Pederson (Yam); 6. Shawn Morgan (Kaw); 7. Todd DeHoop (Yam); 8. Jimmy Gaddis (Kaw); 9. Trey Owens (Kaw); 10. Jim Neese (Suz); 11. Jim Chester (Suz); 12. Broc Sellards (Kaw); 13. Andy Bowyer (Kaw); 14. Derrick Bentley (Kaw); 15. Brad Woolsey (Kaw).

DFC: 1. Buddy Antunez (Hon); 2. Cliff Palmer (Suz); 3. Shawn Morgan (Kaw); 4. Jimmy Gaddis (Kaw); 5. Trey Owens (Kaw); 6. Chad Pederson (Yam).

Saturday
125 PRO: 1. Jeremy Buehl (Yam); 2. Chad Pederson (Yam); 3. Buddy Antunez (Hon); 4. Jim Neese (Suz); 5. Todd DeHoop (Yam); 6. Denny Stephenson (Hon); 7. Shawn Morgan (Kaw); 8. Barry Carsten (Suz); 9. Andy Bowyer (Kaw); 10. Shae Bentley (Kaw); 11. Jeff Baker Jr. (Kaw); 12. Mark Burkhart (Hon); 13. Jon Boruff (Suz).

250 PRO: 1. Jim Neese (Suz); 2. Chad Pederson (Yam); 3. Buddy Antunez (Hon); 4. Jeremy Buehl (Yam); 5. Denny Stephenson (Hon); 6. Cliff Palmer (Suz); 7. Broc Sellards (Kaw); 8. Barry Carsten (Suz); 9. Shae Bentley (Kaw); 10. Brad Woolsey (Kaw); 11. Todd DeHoop (Yam); 12. Charles Dunaway (Kaw); 13. Shawn Morgan (Kaw); 14. Jeff Baker Jr. (Kaw); 15. Robbie Horton (Kaw).

DFC: 1. Jimmy Gaddis (Kaw); 2. Jeremy Buehl (Yam); 3. Denny Stephenson (Hon); 4. Buddy Antunez (Hon); 5. Todd DeHoop (Yam).

**AMA/PJ1 NATIONAL ARENACROSS SERIES
POINTS STANDINGS (After 20 of 26 rounds):** 1. Cliff Palmer (621/10 wins); 2. Buddy Antunez (614/11); 3. Chad Pederson (601/9); 4. Denny Stephenson (553/1); 5. Jeremy Buehl (437/1); 6. Todd DeHoop (358/1); 7. Shawn Morgan (350); 8. Andy Bowyer (339); 9. Brad Woolsey (324); 10. Grayson Goodman (304/1); 11. Jimmy Gaddis (226/2); 12. Mike Jones (214/2); 13. Trey Owens (213); 14. Ty Wallace (145); 15. Jeff Dement (144/1); 16. Barry Carsten (127); 17. Charlie Bogard (90); 18. Mike Katin (80); 19. Broc Sellards (77); 20. (TIE) Jim Chester/Tim Pustalek (74).

**SBS DASH FOR CASH SERIES POINTS
STANDINGS (After 20 of 26 rounds):** 1. Buddy Antunez (28); 2. Denny Stephenson (27); 3. Chad Pederson (18); 4. Cliff Palmer (13); 5. Jimmy Gaddis (9); 6. Mike Jones (8).

Upcoming Rounds:
Rnds 21 & 22 - Milwaukee, WI, February 7-9
Rnds 23 & 24 - Cincinnati, OH, February 14-16



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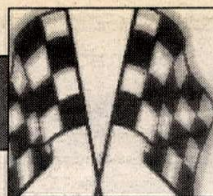




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EVENTS
EDITED BY
KEITH BUSH

GFI Winter MX Series South, Round 3



(Far left) Brit James Dobb came out to do some training for the 1997 125cc World GP circuit and took his borrowed RM250 to the front of the 250cc Pro class, besting Team Suzuki's Tim Ferry in the process.

(Left) Former 125cc World MX Champion Bob Moore continued his dominance of the 125cc Pro class in the GFI series after an early race skirmish with Jiri Dostal, who finished second.

(Below) Joe Root (8j) had a good day and won both Over 40 Novice races to take the class win.

English Touch

By Tony Alessi

PERRIS, CA, FEB. 2

British racer James Dobb said farewell to the United States on a positive note by winning the 250cc Pro class during round three of the GFI Winter Series held at Perris Raceway. Dobb battled throughout the single 30-minute race with Suzuki factory rider Tim Ferry, who was competing in his first race since surgery.

"I will be leaving for Europe Saturday to compete in the 125cc Grand Prix circuit," Dobb said. "I am racing the 250 class today because it's better to train on a bigger bike, plus this 250 belongs to a friend and it was the only bike I could find to ride."

Dobb and nearly 600 other racers were greeted by an all-new track concept which combined a new TT Scrambles section with the traditional motocross/supercross circuit.

Ferry and Dobb were quick to put their Suzukis out front in the 250cc Pro race, and by the completion of the first lap they ran first and second, respectively. Dobb made a quick move for the lead on lap two, then opened a small lead on Ferry.

Don Upton ran third early in the moto, but was no match for German motocross star Pit Beirer, who pushed his Honda past Upton by the end of the second lap. Dobb and Ferry pulled away from the field and engaged in their own private battle for the next 18 laps. During the course of the battle, Dobb would pull away some, then lose some of his lead.

"My arms were as hard as rocks and I would make some mistakes and Ferry would close up," Dobb said. "Then

Ferry would make mistakes and I would pull away. That was pretty much the story of the whole race."

Steve Drew ran as high as fourth for the first half of the race, but crashes and general bad luck left him a disappointing ninth at the finish. Billy Joe Mercier was strong on his Pro Circuit-backed Kawasaki and worked from outside the top 10 to sixth at the finish behind Japanese rider Taka Atsuta, Upton, Beirer, Ferry and overall winner Dobb.

Former 125cc World Grand Prix Champion Bob Moore was the undisputed king of the 125cc Pro division. After a brief skirmish with rookie pro Jiri Dostal, Moore simply rode away into the sunset for nothing short of a hands-down victory.

The much-anticipated battle between Ferry and Moore never materialized in the 125cc class since Ferry and British rider Barry Pratley crashed into one another and were out for the remainder of the race. Davey Yezek worked up to as high as fifth before he, too, crashed himself out of the race.

At the halfway point in the moto, factory Honda racer Scott Sheak was on the move and slammed his way to second after a 12th-place start, but just when it appeared he would settle into that position he stopped for a fork adjustment. Needless to say, his pit stop dropped him back to 10th at the finish.

In the end it was Moore by a mile, while Dostal collected second in front of Ty Kady, Mercier and Upton.

The 125cc Intermediate class saw the return of Team Green rising star Billy Payne, who was out of action for the last four weeks with a back injury. Payne powered his way to the overall victory after a short battle with Jimmy Varis.



Early race leader Bryan McGavran found the going tougher than expected and finished third, inching out Andy Anaya on his Team Vitonix-backed Yamaha.

Little Ryan McClintock won the biggest race of his young career in the 50cc Open class. McClintock battled with Chad Gores in both motos, but in the end McClintock used smooth, fast and consistent racing to score a double-moto victory. McClintock celebrated at the finish line with a high-style peewee no-footer. Gores finished a solid second, followed by Stock 4- to 6-year-old class winner Bryce Terzian, Gerald Rodriguez and Mike Meade, who was the class holeshot artist of the day.

Team Green's R.J. Thompson scored the overall victory in the Super Mini division while Team NCY Yamaha's Sean Hamblin topped the Mini experts. Thompson used a consistent 3-2 finish to post top honors after first-moto winner Bobby Bonds was injured in a crash-related incident in a prior moto. Hamblin finished second with a 5-1 score, while Chris Rogers powered his R&D

Kawasaki to third (2-4) in front of Jonathan Shimp (4-3) and Ross Garcia (8-5).

Hamblin was a double-moto winner in the 80cc Expert class while Shimp, Mike Young, Rogers and Thompson rounded out the top five.

Jimmy O'Neal returned to racing after a two-year layoff due to injuries and simply blew away the 250cc Novice division with a double moto victory. O'Neal, who has been riding and training every day, seems to have his race program back on track and will certainly be a threat to the series championship. He topped hard-charging Pat Wade, Dominic Gayton, Mike Little and Josh Wray in the day's overall finishes.

Mark White once again pulled out all the stops in the Over 40 Expert class with his second win of the series. White pulled off a last-ditch-effort pass on Jim Domann for second in the first moto by performing a textbook stop-and-block pass at the checkered flag.

Kenny Zahrt won the first moto, but on the rougher and more rutted, more whooped-out second moto, White sim-

ply outmuscled the field on his Simi Valley Kawasaki-backed KX500. Domann finished a solid second while Zahrt finished a distant third in front of Chet Malito and Tim Marsh.

Perris Raceway
Perris, California
Results: February 2, 1997

Pee Wee Track
50 STK BEG (4-6): 1. Danny Gonzales (LEM); 2. Travis Baker (KTM); 3. Myles Nall (KTM); 4. Taylor Hemme (LEM); 5. Roberto Jiron (LEM).
50 MOD BEG (4-6): 1. Casey Huntley (LEM); 2. Steven Cerda (KTM); 3. Travis Baker (KTM); 4. Danny Gonzales (KTM).
STK BEG (7-8): 1. Clayton Murillo (LEM).
MOD BEG (7-8): 1. Clayton Murillo (LEM).

Main Track
50 STK (4-6): 1. Bryce Terzian (KTM); 2. Buddi Bruner (KTM); 3. Taylor Hemme (LEM).
50 STK (7-8): 1. Cole Seely; 2. Josh Coleman.
50 OPEN: 1. Ryan McClintock (LEM); 2. Chad Gores (LEM); 3. Gerald Rodriguez (LEM); 4. Mike Meade (Cob); 5. Chaz Diesel (LEM).
60 F/T: 1. Mike Meade (Kaw); 2. Tim Buehner (Kaw); 3. Charles Pearson (Kaw); 4. Chaz Diesel (Kaw); 5. Raymond Valdez (Kaw).
60 BEG: 1. Dane Jackson (Kaw); 2. Hollis Lusk (Kaw); 3. Chase Takacs (Kaw); 4. Patrick Pennington (Kaw); 5. Ryan Caley (Kaw).
60 NOV: 1. Mike Beaver (Kaw); 2. Jeff Alessi (Kaw); 3. Brandon Hiner (Kaw); 4. Taylor Gilmore (Kaw); 5. Stephen Schwartz (Kaw).
60 INT: 1. Cas Swift (Kaw); 2. Jarred Browne (Kaw); 3. Jeff Loop (Kaw); 4. Paul Percy (Kaw); 5. Tyson Talkington (Kaw).
60 OPEN/EX: 1. Carlos Gonzales (Kaw); 2. Mike Alessi (Kaw); 3. Kelly Tedder (Kaw).
80 F/T: 1. Doug Hamby (Kaw); 2. Tristan Kallas (Kaw); 3. Ryan O'Gorman (Hon); 4. Bobby Bergman (Kaw); 5. Spencer Meweke (Yam).
80 BEG D-1: 1. Richard Abach (Yam); 2. Thomas Glasbener (Kaw); 3. Chase Meneke (Kaw); 4. Adam Bisso (Yam); 5. Patrick Terry (Yam).
80 BEG D-2: 1. Chris Aleksiejczyk (Kaw); 2. Ryan Mayfield (Yam); 3. Levon Monte (Hon); 4. Michael Parker (Hon); 5. Mark Abernathy (Kaw).
80 NOV D-1: 1. Cale Wallace (Yam); 2. Scott Howe (Yam); 3. Chris Nihan (Suz); 4. Sean Peer (Yam); 5. Jon Rogers (Suz).
80 NOV D-2: 1. Brandon Prochnavy (Hon); 2. David Sullins (Yam); 3. Mike Alessi (Kaw); 4. Brock Erwin (Yam); 5. Zac Wray (Yam).
80 INT: 1. Michael Bloese (Yam); 2. Billy Laninohch (Yam); 3. Daton Beavers (Kaw); 4. Joshua Brant; 5. Jason Ciarletta (Yam).
80 EX: 1. Sean Hamblin (Yam); 2. Jonathan Shimp (Yam); 3. Michael Young (Hon); 4. Chris Rogers (Kaw); 5. R.J. Thompson (Kaw).
S/MINI: 1. R.J. Thompson (Kaw); 2. Sean Hamblin (Yam); 3. Chris Rogers (Kaw); 4. Jonathan Shimp (Yam); 5. Ross Garcia (Yam).
125 BEG D-1: 1. Chris DeBelle (Hon); 2. Jozef Hilek (Suz); 3. Jeff Taylor (Yam); 4. John Montgomery (Yam); 5. Bobby Lee (Yam).
125 BEG D-2: 1. Larry Widener (Kaw); 2. Jason Shane (Suz); 3. Scott Coleman (Yam); 4. Scott Magdalen (Kaw); 5. Fred Ruppert (Suz).
125 NOV D-1: 1. Thomas Bucenec (Suz); 2. Michael Sleeter (Yam); 3. Scott Mumford (Kaw); 4. Cody Knauss (Suz); 5. Josh Cavanaugh (Hon).
125 NOV D-2: 1. Rudy Rodriguez (Kaw); 2. J.J. Bonanno (Yam); 3. Jeff Burton (Yam); 4. Michael Powers (Suz); 5. Jeremy Heil (Suz).
125 INT D-1: 1. Billy Payne (Kaw); 2. Jimmy Varis (Yam); 3. Bryan McGavran (Yam); 4. Andy Anaya (Yam); 5. Ryan Orr (Yam).
125 INT D-2: 1. Jose Polasek (Kaw); 2. Levi Blake (Yam); 3. Tim Langdon (Kaw); 4. Colby Begin (Suz); 5. Oscar Valdez (Suz).
125 PRO: 1. Bob Moore (Yam); 2. Jiri Dostal (Suz); 3. Ty Kady (Suz); 4. Billy Mercier (Kaw); 5. Donald Upton (Yam).
250 BEG: 1. Joey Cirocco (Kaw); 2. James Zomerdyke (Suz); 3. Kyle Fletcher (Hon); 4. David Eychaner (Yam); 5. Noboru Katayama (Hon).
250 NOV: 1. Jimmy O'Neal (Kaw); 2. Patrick Wade (Kaw); 3. Dominic Gaytan (Suz); 4. Mike Little (Suz); 5. Josh Wray (Yam).
250 INT: 1. Mike Dunlap (Kaw); 2. Darrin Hoeft (Suz); 3. Ron Gilbert (Kaw); 4. Andy Anaya (Yam); 5. Colin Couto (Yam).
250 PRO: 1. James Dobb (Suz); 2. Tim Ferry (Suz); 3. Peter Beirer (Hon); 4. Donald Upton (Yam); 5. Taka Atsuta (Suz).
25+ BEG: 1. Johnny Leach (Yam); 2. David Aceues (Suz); 3. Ron Goodwin (Hon); 4. Tod Anderson (Hon); 5. Jerald Monroe (Hon).
25+ NOV: 1. Gary Dellegatte (Yam); 2. Tony Sulli (Su); 3. Todd Fleming (Yam); 4. Tom Bell (Suz); 5. Luis Vasquez (Kaw).
25+ INT: 1. Mark Allen (Kaw); 2. Kelly Pichel (Kaw); 3. Chris Radzinski (Kaw); 4. Craig Monty (Kaw); 5. J.J. Petchel (Yam).
25+ EX: 1. Craig Conoy (Suz); 2. Brian Manley (Kaw); 3. Darris Hoeft (Suz); 4. Ron Gilbert (Kaw); 5. Mike Dunlap (Kaw).
30+ BEG: 1. Rod Jensen (Hon); 2. Robert Allan (Hon); 3. Jon Lundberg (Yam); 4. Danny Licciardi (Suz); 5. Troy Daniel (Yam).
30+ NOV: 1. Tracy Meeks (Kaw); 2. Mike Little (Suz); 3. Tony Sulli (Suz); 4. David Zahrt (Yam); 5. Dennis Day (Yam).
30+ INT: 1. Steve Lawler (Yam); 2. Jeff Clark (Suz); 3. Chris Radzinski (Kaw); 4. Chris Swift (Suz); 5. Scott Richeson (Kaw).
30+ PRO: 1. Brian Manley (Suz); 2. Craig Conoy (Suz); 3. Pete Murray (Suz); 4. Dan Berg (Suz); 5. Brad Leyden (Suz).
30+ EX: 1. Jon Zahrt (Kaw); 2. Martin Klossner (Yam); 3. Bob Shimp (Yam); 4. John Atwood (Yam); 5. Merle Hamer (Yam).
35+ NOV: 1. Dennis Day (Yam); 2. Tom Bell (Suz); 3. David Fontes (Yam); 4. Don Pastell (Kaw); 5. Frank Serjeant (Suz).

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March 1 & 2, 1997

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10:00 am Senior/Mag./Super Sr./Women
12:30 pm Kid's Event *
2:00 pm All Vets
6:30 pm Night Race

2 Hour Races!

Sunday March 2nd

8:00 am Quads (1-1/2 hrs.)
10:00 am 80 cc/125cc/4-Stroke/Dual Sport
12:30 pm Classic/Vintage/Sidecar **
2:00 pm All 250cc/500cc

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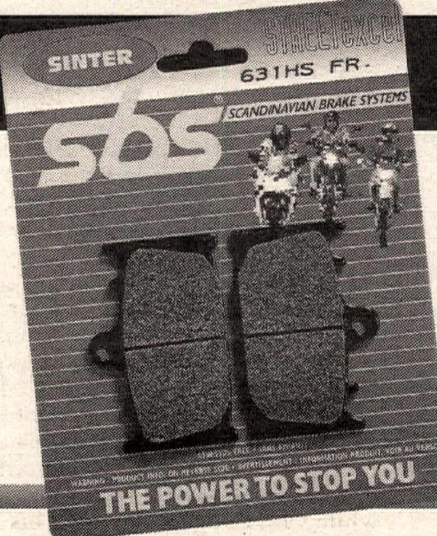
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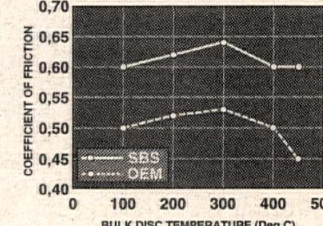
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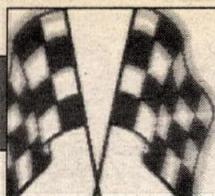
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EVENTS



Chris Crispin was first in the AA class and second overall at Clarkie's Wild Ride in Freetown, Massachusetts.

35+ INT: 1. Mike Baker (Kaw); 2. Jeff Clark (Suz); 3. Steve Lawler (Yam); 4. Chet Mahito (Kaw); 5. Jeff Gianni (Suz).

40+ NOV: 1. Joe Root (Kaw); 2. Vincent Gonzales (Suz); 3. Joe Stern (Kaw); 4. Fred Willis (Hon); 5. Frank Serjeant (Suz).

40+ INT: 1. Wayne Carey (Suz); 2. Mike Altenhofel (Hon); 4. Jack McCormick (Hon); 5. Pete Stanton (Yam).

40+ EX: 1. Mark White (Kaw); 2. Jim Domann (Hon); 3. Kenny Zahrt (Yam); 4. Chet Malito (Kaw); 5. Tim Marsh (Kaw).

NETRA Hare Scrambles Series, Round 1

McLevy goes wild

By Cheri Alix

FREETOWN, MA, FEB. 2

Manchester Honda-sponsored Josh McLevy dominated Clarkie's Wild Ride, the opening round of the NETRA Hare Scrambles Series, taking the overall win with almost five minutes on second-place Crispin.

A few new faces graced the AA line after several riders were promoted from the previous year's Expert classes. Among the new riders were last year's enduro champion Jason Cayer and Expert 200cc champion Ken Law. Paul Blanquart and Luke McNeil also were promoted from the 200cc class to AA status. Missing from the front row due to illness were last year's champion, Tom Norton, and fourth-place Todd Levesque.

Turnout for the event was good with over 220 riders. It was the first time the event has been held when the temperature was above freezing and it wasn't raining. Normally, it's 20 degrees with wind chill below zero, but this time it was 45 and sunny.

Patrick Timothy got the holeshot, followed by Razee Cycles' Cayer, Crispin, Blanquart and McLevy. Blanquart slid out in the first corner, taking McLevy with him and holding up the rest of the pack.

Cayer soon made the move on Timo-

thy and took over the lead. Not five miles into the 6-mile course, McLevy had moved through the pack and was now right behind Cayer.

"I was giving it all I had trying to catch Cayer," McLevy said. "Then I got crossed up and crashed. I decided to slow it down a bit and just cruise and stay on my bike for the rest of the day."

Patience paid off. McLevy caught Cayer at the barrels. Not far behind in third place was Hoot Owl's Law, followed by Crispin and Midtown Kawasaki's Randy McCann.

The riders weren't a half mile into the second lap when Cayer went down. It was now McLevy in first with Law close behind in second.

Cayer was soon out of overall contention when his throttle started sticking. This became a problem for many riders. With the combination of two water crossings, one of which was roughly 100 feet long, and the fact that it's still winter, ice began to form under many throttles.

McLevy took his time going through each water crossing, trying to avoid any problems, and by the end of the third lap, he had increased his lead over second-place Law by almost one minute. Crispin and McCann were having an all-out battle for third place and closing the gap on second.

By the end of the fourth lap, it was McLevy with the lead, followed by Crispin and McCann. Five riders vied for the fourth-place position - Law, Timothy, Expert 250cc rider Robert Speroni, Expert Open rider Ken Valentine and Blanquart - all of whom pitted within seconds of each other.

The Pilgrim Sands Club had laid out an awesome course that kept the competition tight. The ground was frozen in most places with two to three inches of mud on top, but with spikes, traction was great. The club ran the course along the sand pit, but used very little of it. Much of the course was new trail.

It started on a wide cart road through large oak trees, then wound through a pine grove onto the sand pit and back

into the woods. There were a few rutted-out sections after the streams and one steep hillclimb, but otherwise there were no real stoppers. The pine groves were winding and tight, but the traction was good and you could just rail the corners.

As the day wore on, the ground started to get beat in and some sections became rutted. McLevy continued to hold his lap times consistent, putting a minute a lap on second place, which was still being disputed between Crispin and McCann. On the final lap, McCann took over second and was able to put some distance between himself and Crispin, only to lose it not two miles from the end.

"I was coming up to a real rutted section and there was a lapper just getting unstuck from the main rut," a disappointed McCann said. "You really didn't have much room to move in this section, and when I tried to avoid the rut, I hit a tree, slid into the rut and got stuck. I was just starting to pull myself out when Crispin went by."

McCann was able to dislodge himself from the rut, but only after losing three places in the process. Once again he was plagued with last-lap problems.

After just over two hours of racing, McLevy took the win for the day with a comfortable margin of almost five minutes over second-place Crispin.

"It was an excellent course," the excited McLevy said. "I really enjoyed it and had a lot of fun. I have more endurance than last year and I think I can really do well this year."

Robert Speroni finished in third place, down only 30 seconds. Speroni, who hasn't raced in almost a year, not only took third place overall for the day, but also won the overall in the Expert class. Back only nine seconds in fourth place was KTM rider Ken Valentine, who also took the Expert Open win. McCann finished down another 20 seconds, rounding out the top five.

In the Amateur class, it was Honda rider Craig Horsford taking the Amateur overall. Horsford also was the only rider in this class to complete all seven laps.

The Junior event ran earlier in the day with the riders running three laps of the 6-mile course. In the end, it was Suzuki-mounted Drew Carpenter taking the Junior-class win with over two minutes on second-place Derek Phelps. Newcomer Scott DeCosta took the Mini-class win.

Clarkie's Wild Ride Hare Scrambles Freetown, Massachusetts Results: February 2, 1997

GRND CHMP: Josh McLevy (Hon).

O/A A: Robert Speroni (Hon).

O/A B: Craig Horsford (Hon).

O/A C: Raffi Peterson (Hon).

AA: 1. Crispin (Hon); 2. Randy McCann (Kaw); 3. Paul Blanquart (Yam); 4. Patrick Timothy (Hon); 5. Ken Law (Yam).

250 A: 1. Dave Simcock (Cre); 2. D.J. Lis (Hus); 3. Mike Lewis (KTM); 4. Jeff Staples (Hon); 5. Charles Timothy III (Hon).

200 A: 1. James Cooney (KTM); 2. Brett Costello (Yam); 3. Steve Formanek Jr. (Kaw); 4. Justin Spinney (Yam); 5. Neil Dennett (Yam).

VET A: 1. Russell Bain (Hon); 2. Mark White (Suz); 3. Peter Antinarelli (Hon).

OPEN A: 1. Ken Valentine (KTM); 2. Jim Simcock (KTM); 2. Rober Billharz (KTM).

4-STRK A: 1. Rich Seymour (Hon); 2. Tim Nelson (Hon); 3. Jerry Shinnars (Kaw).

SR A: 1. Steve Formanek (Kaw).

250 B: 1. Bob White (Cre); 2. Charles Hathaway (Hon); 3. Shane Burhoe (Hon); 4. Paul Piva (Suz); 5. Everett Maynard (Kaw).

200 B: 1. Brian Lawson (Yam); 2. Eric Rougeau (Yam); 3. Bud Joachin (Yam); 4. Scott Harwood (Hon); 5. Jim Senecal (Yam).

VET B: 1. Lance Long (Suz); 2. Rick Erickson (KTM); 3. Alan Whitford (Hon); 4. Gerard Leary (Kaw); 5. Bob Edwards (Kaw).

OPEN B: 1. Dan Salomone (KTM); 2. Pat Fogarty (KTM); 3. Steve Shepard (KTM).

4-STRK B: 1. Dave Collins (Hon); 2. Gus Bender (Hon); 3. Austin Jalbert (Hon).

SR B: 1. Bob Landry (Cre); 2. Bob Young (KTM); 3. Larry Piers (Yam).

250 C: 1. Daniel White (Hon); 2. Daniel Nelson; 3. David Hence (Suz); 4. James Bain (Suz); 5. Robin Allsop (Yam).

125 C: 1. Steven Blangerard (Kaw); 2. James Stoddard (KTM); 3. Mike Wozniak (Kaw); 4. Peter Jordan (Yam); 5. Shaun Pimental (KTM).

VET C: 1. James Menard (Yam); 2. Michael Serrilla (Yam); 3. Rich Hanson (Hon); 4. Bill Kelly (Hon); 5. Michael Litwin (Kaw).

OPEN C: 1. Dan Marrs (Kaw); 2. Bob Rinquette (Hus); 3. Bill Bowden (Hon); 3. Stephen Messenger (Kaw).

WMN: 1. Sally Haber (Kaw); 2. Pam McCann (Kaw); 3. Beverly Simcock (Suz); 4. Heidi Landon (Kaw).

MINI: 1. Scott De Costa (Kaw); 2. Brian Choquente (Hon); 3. Steve Higginbottom (Hon).

JR: 1. Drew Carpenter (Suz); 2. Derek Phelps (KTM); 3. James Wesolowski (Yam); 4. Jesse Berthiaume (Yam); 5. Boyd Brower (Yam).

CCS Southwest Sprint Series, Round 1

Duprey dominates

By Michael Ross

CHANDLER, AZ, FEB. 1-2

David Duprey turned the fastest laps of the weekend on his way to winning the Heavyweight Superbike class during the first round of racing in the CCS Southwest Sprint Series at Firebird Raceway. Duprey, who hails from Tucson, Arizona, is a man on a mission. He has raced with CCS off and on for years but has found a new inspiration this season and is putting in a serious effort to do well in selected AMA Nationals.

"I'm here training for the National at PIR in two weeks," Duprey said after winning the Heavyweight Superbike race by over eight seconds. "I want to get a top 20 finish at PIR and I think we can do it." Duprey also handily won the Unlimited Superbike race over teammate Mark Hensley.

This was also the first weekend that local racers had a chance to sample the new CCS class structure. Nearly every class has been changed or modified. The Supersport class has been replaced by the Sportbike class which now allows a greater variation of bikes to be raced. The Superbike class received some changes as did the Solo Enduro class which was broken up into three separate divisions now called GT1, 2 and 3.

The format is for 30-minute events instead of 31 laps. Several new classes have been added such as the Over 40 Senior Sportbike event and GP Singles. The effect seems to be that there is now a greater variation of bikes eligible for any one event. Riders were pleased with the changes and no complaints were heard. CCS has also added a new track to its calendar, Buttonwillow, where three events will be held this season, some in conjunction with the California region.

Standout performances were turned in by several riders this weekend. Scott Fisher of Las Vegas and Scot Welch of Phoenix mixed it up in several races, providing spectators with some of the best dicing of the weekend. Fisher put his NT650 on top during the Lightweight Superbike race, but Welch returned the favor during the Lightweight Sportbike race where he used his more-nimble EX500 to put distance on Fisher in the tight back section of Firebird. Fisher tried hard to get past on the last lap but lapped traffic helped Welch win the race.

Todd Costley brought his ZX7 from Gallup and put it up front in every race he entered. Costley told reporters that this was his first time racing as an Expert and his third race ever since starting as an Amateur at the November race. Costley took a hard-fought fifth in

both the Heavyweight Superbike and Unlimited Superbike races against some of the quickest riders to frequent Firebird. He then backed that up with two thirds in Unlimited and Heavyweight Sportbike.

No one was surprised that Roger Heemsbergen was the quickest man on a middleweight bike and that he handily won the Middleweight Sportbike and Middleweight GP classes, but it was a bit surprising to see Sammy Richards up front. Richards bought Greg Perry's championship-winning XZ6 and that has allowed the El Paso man to show what he can do with a competitive bike. Richards scored a close third in Middleweight Superbike behind Chris Greve and a second in Heavyweight Sportbike behind the ZX7 of Fred Schell.

David Perez put his Ducati 916 to good use in the Amateur ranks. Perez diced with Rick Stratton and his CBR600 for the entire 10-lap Heavyweight Sportsman/Senior Sportbike race with the much-more-experienced Stratton using a last-lap pass and traffic to edge out Perez and his much-faster 916. Perez earlier won the GT1 Amateur division after a race-long dice with Rich Audet.

Jared Kapoor also got his share of wins in the Amateur Middleweight division. The Chandler man claimed first in GT2, Middleweight Superbike, Sportbike and GP classes.

Firebird Raceway Chandler, Arizona

Results: February 1-2 1997

U/L SPTBK: 1. Dax Snow (Suz); 2. James Romero (Hon); 3. Todd Costlye (Kaw); 4. Fred Schell (Kaw); 5. John Jewett (Hon).

H/W SPTBK EX: 1. Fred Schell (Kaw); 2. Sammy Richards (Kaw); 3. Todd Costlye (Kaw); 4. Craig Dabbs (Suz); 5. James Romero (Hon).

H/W SPTBK AM: 1. Rich Audet (Suz); 2. Eric Johnoff (Kaw); 3. Eric Haugo (Yam); 4. David Sturgess (Suz); 5. Gregory Wurster (Hon).

M/W SPTBK EX: 1. Roger Heemsbergen (Hon); 2. Harold Winkles (Yam); 3. Sammy Richards (Kaw); 4. James Romero (Hon); 5. Mike Kelly (Hon).

M/W SPTBK AM: 1. Jared Kapoor (Hon); 2. Michael Hoop (Hon); 3. Curt Loch (Hon); 4. Gregory Wurster (Hon); 5. Craig Frank (Kaw).

L/W SPTBK EX: 1. Scot Welch (Kaw); 2. Scott Fisher (Hon); 3. Leonard Kirschner (Yam); 4. Jason Parker (Kaw).

L/W SPTBK AM: 1. Douglas Crites (Suz); 2. Scott Jensen (Yam); 3. Terry Henkels (Kaw); 4. James Duncan (Suz); 5. Whit Bissell (Suz).

SR SPTBK: 1. Rick Stratton (Hon); 2. David Perez (Duc); 3. Charles Dixon (Hon); 4. Travis Short (Duc); 5. Ron Cowles (Hon).

U/L S/BK: 1. David Duprey (Suz); 2. Mark Hensley (Suz); 3. Fred Schell (Kaw); 4. Jason Parker (Hon); 5. Todd Costlye (Kaw).

H/W S/BK EX: 1. David Duprey (Suz); 2. Fred Schell (Kaw); 3. James Romero (Hon); 4. Todd Costlye (Kaw); 5. Craig Dabbs (Suz).

H/W S/BK AM: 1. David Perez (Duc); 2. Rich Audet (Suz); 3. David Sturgess (Suz); 4. Neal Hazelett (Suz); 5. Eric Johnoff (Kaw).

M/W S/BK EX: 1. James Romero (Hon); 2. Chris Greve (Hon); 3. Sammy Richards (Kaw); 4. Rick Stratton (Hon); 5. Karl Lowry (Hon).

M/W S/BK AM: 1. Jared Kapoor (Hon); 2. Robert Berlind (Hon); 3. Gregory Wurster (Hon); 4. Byron Downs (Yam); 5. Donald Blatter (Hon).

L/W S/BK EX: 1. Scott Fisher (Hon); 2. Scot Welch (Kaw); 3. Ed Abdo (Hon); 4. Craig Skinner (Duc); 5. Terry Spell (Yam).

L/W S/BK AM: 1. Scott Jensen (Yam); 2. James Duncan (Suz); 3. Douglas Crites (Suz); 4. Terry Henkels (Kaw); 5. Steve Donohue (Hon).

U/L GP: 1. Fred Schell (Kaw); 2. James Romero (Hon); 3. Jason Parker (Hon); 4. Rick Stratton (Hon); 5. John P. Ball (Hon).

M/W GP EX: 1. Roger Heemsbergen (Hon); 2. Karl Lowry (Hon); 3. James Romero (Hon); 4. Michael Noschew (Yam); 5. Rick Stratton (Hon).

M/W GP AM: 1. Jared Kapoor (Hon); 2. Ron Cowles (Hon); 3. Craig Frank (Kaw); 4. Jay Shockley (Hon); 5. Robert Berlind (Hon).

L/W GP EX: 1. Kevin McLeod (Hon); 2. Steven Michael (Yam); 3. Jason Parker (Kaw); 4. Scott Fisher (Hon); 5. Craig Skinner (Duc).

L/W GP AM: 1. Scott Jensen (Yam); 2. Bryan Thompson (Hon); 3. James Duncan (Suz); 4. William Morton (Hon); 5. Steve Donohue (Hon).

GP SGL: 1. Kevin Murray (Apr); 2. Terry Spell (Yam).

H/W SPTSMN EX: 1. Pat Richardson (Duc); 2. Jason Parker (Kaw); 3. Terry Spell (Yam).

L/W SPTSMN: 1. Scot Welch (Kaw); 2. Terry Spell (Yam); 3. Paul Cottrell (Kaw); 4. James Duncan (Suz); 5. Scott Jensen (Yam).

S/TW: 1. David Perez (Duc); 2. Travis Short (Duc); 3. Pat Richardson (Duc); 4. Jason Parker (Kaw); 5. Scott Fisher (Hon).

GT1 EX: 1. Dax Snow (Suz); 2. James Romero (Hon); 3. Fred Schell (Kaw); 4. Rick Stratton (Hon); 5. W. Chris Bush (Suz).

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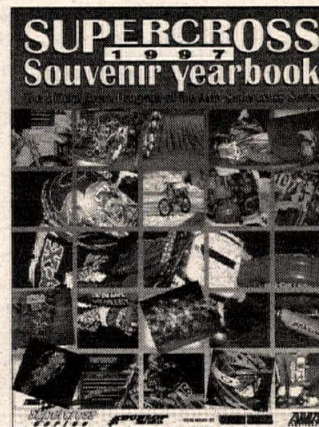
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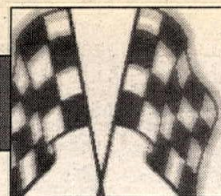
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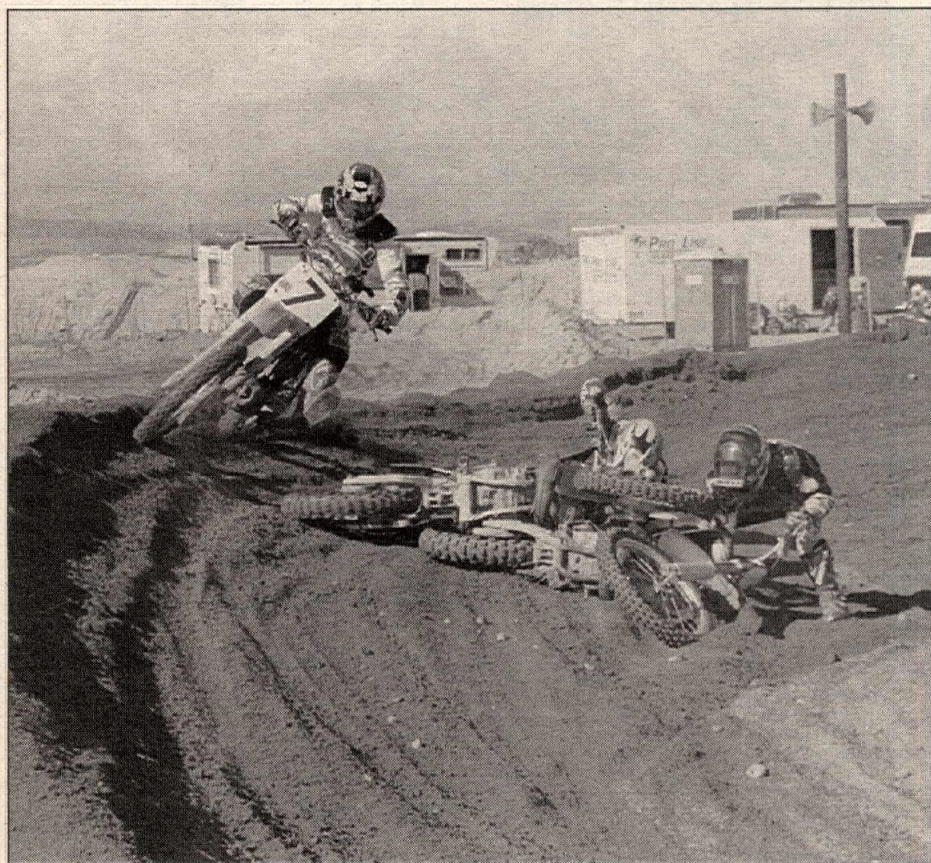
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EVENTS



GT1 AM: 1. David Perez (Duc); 2. Rich Audet (Suz); 3. Travis Short (Duc); 4. Ron Cowles (Hon); 5. Eric Johnoff (Kaw).

GT2 EX: 1. Rick Stratton (Hon); 2. Chris Greve (Hon); 3. Karl Lowry (Hon); 4. James Romero (Hon); 5. Bryan Chesser (Hon).

GT2 AM: 1. Jared Kapoor (Hon); 2. Curt Loch (Hon); 3. Greg Wurster (Hon); 4. Craig Frank (Kaw); 5. Ron Cowles (Hon).

GT3: 1. Scott Fisher (Hon); 2. Michael Ross (Hon); 3. Mark Di Pietro (Yam); 4. Greg Gillis (Suz); 5. Craig Skinner (Duc).

Mike Kidd AMA/PJ1 National AX Series, Round 9

Anniol attacks

By Ray Woods

NIAGARA FALLS, NY, JAN. 26

Mark Anniol's Titan Cycle Suzuki was unstoppable, charging forward from poor starts to claim top honors in the 125cc D beginner class at the ninth round of the Mike Kidd AMA National Arenacross Series.

With over 450 entrants and 50 125cc D riders, Anniol had his work cut out for him right from the beginning. Only two riders from each heat race would make direct transfers to the main event, with the remainder going to semis where only the winner would get a second-row start in the main. Anniol wasted little time after his poor start in the heat race, moving through the pack on the second lap to catch leader Michael Fay. Brian Riverburg came along with Anniol as both displaced Fay at the end of the whoop section.

In the remaining laps of the fastest heat of this class, Riverburg tried Anniol at nearly every corner and jump and on the last lap attempted a pass in the double-double section. Riverburg landed flat on the second set, kissing the handlebars and momentarily losing his momentum. Anniol would go on to take the win with a very sore but hard-charging Riverburg taking the only other direct transfer spot.

The main event featured the day's 14 fastest riders of the event's largest class. Colby Fuerst took the holeshot from the

inside gate, followed by Fay and Mike Heaton with Anniol coming from mid-pack to fourth on the second lap. As these four headed into the double-double section Anniol made a great move to the inside and found the smooth line to move into second. He immediately began to pressure Fay for the lead. For the next three laps Anniol pushed Fay relentlessly as Fay rejected him at every opportunity. On the second-to-the-last lap Anniol pulled alongside Fay going through the whoops and took the outside line down the front straight, moving into first on the white-flag lap. Anniol would go on to win the main with Fay close behind. Fuerst would finish a strong third over Pasquale and Honda-mounted Matt Collins.

The 125cc Intermediate class also saw plenty of fast-paced action with three of Kawasaki Team Green's Mideast riders putting on a great show for the capacity crowd. Paul Carpenter grabbed the holeshot, but as the field entered the second corner Josh Woods stole the inside line and pinned it through the whoops to take over the lead.

While Woods pulled out a slight lead on the pack, Jeff Gibson was attacking Carpenter, not wanting Woods to get out too far. Gibson set Carpenter up for the pass by doing the double, then tripled into the corner before the spectator jump stealing the inside line and setting his sights on Woods. Gibson caught Woods on the last lap as they headed into the whoops and flew past at the end to take over first. Three corners later Woods repaid the favor when Gibson bobbled slightly, leaving the inside wide open. Woods quickly took advantage and shut down Gibson over the spectator double.

In the next two laps these two pulled out a full straightaway lead over Carpenter, and on the final pass through the deeply rutted whoop section Gibson let it all hang out, trying the same move that he used on Woods four laps earlier to take the lead. This time, though, the gnarly section bit back and sent Gibson over the bars just two corners before the checkered flag.

Woods would go on to take the win while Carpenter would take advantage of Gibson's misfortune, taking over sec-

Jason Dubin (7) gets by a fallen Jose Arce and Nick Mairose to win the first 250cc Intermediate moto at Los Angeles County Raceway in Palmdale, California. Arce would come back for the overall.

ond place. Canadian hotshoe Kip Stulla would take third ahead of Justin Paris, while Gibson recovered for fifth.

When asked about his do-or-die move in the whoops, Gibson said: "I thought I could make the pass, but the very inside of the whoop section was a lot deeper than some of the rest. I just got out of shape and it spit me over the bars."

**AMA/PJ1 National Arenacross Series
Niagara Falls, New York
Results: January 26, 1997**

50 (4-16): 1. Dian Klinger (LEM); 2. David Weingarten (KTM); 3. Johnathan Sue (KTM); 4. Kurtis Jack (LEM); 5. Jeremy Hedaglia (LEM).

50 (7-8): 1. Greg Challacombe (Cob); 2. Dustin Charcalla (Cob); 3. Chad Dunning (Cob); 4. Jordan Gernstl (Cob); 5. Samatha Farr (LEM).

65 (7-11): 1. Broc Hepler (Kaw); 2. Bob Kinry (Kaw); 3. Will Hicks (Kaw); 4. Pierce Chamberlain (Kaw); 5. Zeb Dennis (Kaw).

85 (7-11): 1. Broc Hepler (Suz); 2. Larry Klinger (Suz); 3. Jeffery Mort (Suz); 4. David Sterret (Suz); 5. Will Hicks (Kaw).

85 (12-13): 1. Jeremy Cook (Kaw); 2. Joshua Sisto (Yam); 3. Jason McCartney (Yam); 4. Mike Klinger (Suz); 5. John Baptiste (Kaw).

85 (14-15): 1. Ryan Holliday (Suz); 2. Mark Beehler (Hon); 3. Bobby Salvadore (Kaw); 4. Spenser Misner (Yam); 5. James Strassburg (Kaw).

85 D (12-15): 1. Steve Edwards (Hon); 2. Adam Archer (Suz); 3. Andrew Griffin (Kaw); 4. Stephen Dellasalla (Hon); 5. Jeremy Eberly (Yam).

85 OPEN: 1. Jeremy Cook (Kaw); 2. Spenser Misner (Yam); 3. Jason McCartney (Yam); 4. Charles Ellis (Yam); 5. Adam Jones (Hon).

125 INT: 1. Josh Woods (Kaw); 2. Paul Carpenter (Kaw); 3. Kip Stulla (Kaw); 4. Justin Paris (Suz); 5. Jeff Gibson (Kaw).

125 NOV: 1. Jason Hermann (Suz); 2. Justin Sabo (Kaw); 3. Jeremy Welch (Suz); 4. Jim Carver (Suz); 5. Brandon Gibson (Suz).

125 BEG: 1. Mark Anniol (Suz); 2. Michael Fay (Kaw); 3. Colby Fuerst (Kaw); 4. Nick Pasquale (Hon); 5. Matt Collins (Hon).

125 OPEN: 1. Kip Stulla (Kaw); 2. Brent Thur (Kaw); 3. David Waller (Hon); 4. Lemieux Tristan (Yam); 5. Eric Debadts (Suz).

125 SCHBY: 1. Jeff Gibson (Kaw); 2. Josh Woods (Kaw); 3. Aaron Dieter (Suz); 4. Josh Long (Kaw); 5. Danny Little (Suz).

250 NOV: 1. R.J. Overholt (Kaw); 2. Justin Sabo (Kaw); 3. Paul Doty (Yam); 4. Jim Roberts (Hon); 5. Rick Lukaecko (Yam).

250 BEG: 1. Stephen Harris (Kaw); 2. Joseph Jacobs (Hon); 3. Mark Murphy (Hon); 4. James Leithner (Yam); 5. Nick Pasquale (Hon).

250 OPEN: 1. Joe Ellington (Suz); 2. Casey Higgins (Suz); 3. R.J. Overholt (Kaw); 4. Brent Henry (Kaw); 5. Paul Doty (Yam).

25+: 1. Joe Ellington (Suz); 2. Jim Kolhan (Hon); 3. Brian Broadwell (Suz); 4. Greg Lykens (Suz); 5. Tim McMurtree (Hon).

30+: 1. Bart Lucas (Hon); 2. Jeff Coles (Suz); 3. Curt Holzer (Suz); 4. Richard Kresic (Suz); 5. Tim Becht (Yam).

Smith delivers at LACR Motocross

By Greg Robertson

PALMDALE, CA, JAN. 26

Travis Smith kept his cool and stayed on two wheels to win both 125cc Intermediate motos during the California Racing Club's Sunday motocross at the Los Angeles County Raceway.

Ito Posca opened up the first moto with the holeshot over Bryan Jaramillo, Smith and Jose Polasek. Posca's lead lasted a lap before he went down in a series of deep whoops. Jaramillo set the pace for a lap until Smith got out front.

Smith quickly built a five-second lead that would hold until the finish. Hawk White flew through the pack after a bad start to pass Polasek at the midway point and run in second for the remainder of the race. Kevin Townsend came across fourth with Posca recovering for fifth.

Polasek led Townsend and Smith when the gate dropped in round two. Townsend overshot a berm on the first lap, handing second to Smith. Polasek went down hard on the back straight a short time later to give Smith a clear track.

Jaramillo ran second until lap five when Posca and White flew past from bad starts. Posca and White closed rapidly on Smith with time running out.

The white flag saw AXO-backed Smith's lead down to a bike length. Posca was ready to pounce when he came up short on a big double and had to throw his Yamaha away. White had nowhere to go upon landing from the jump and collected Posca's bike and a major soil sample.

Smith cruised home for the win over Townsend and Jaramillo.

"Ito was pressuring me a little, but I just tried to stay calm and keep up a good pace," Smith said.

War raged in the first 250cc Intermediate race between Jose Arce and Nick Mairose until they got together in a turn and ended up on the ground, allowing Jason Dubin to motor around them and win the moto. Both riders recovered to finish second and third, respectively, over Cole Townsend and Robbie Dunham.

Arce got around early leader Dunham by lap two of round two and disappeared for the overall win. Dubin held off Mairose for second.

Results

P/W (0-6): 1. Lee Saul Jr. (Yam); 2. Tommy Agning (Yam); 3. Shawn Rhinehart (Yam).

P/W (7-9): 1. Billy Ballesterio (Yam); 2. Ken Slater (Yam); 3. Brian Fitzpatrick (Suz); 4. Preston Landin (Yam); 5. Greg Owen.

S/STK (0-6): 1. Shawn Butler (Yam); 2. David Medina (KTM); 3. Douglas Carter (KTM); 2. Timmy Ritzler (LEM); 3. Shana Rhinehart (LEM); 5. Jaclyn Keese (KTM).

60 (9-11): 1. Billy Bloom (Kaw).

80 BEG: 1. Caleb Gosselaar (Hon); 2. Brett Mountain (Yam).

80 (7-11): 1. Shane Smith (Hon); 2. Edward Herring (Suz); 3. Dave Carter (Kaw); 4. R.J. Garcia (Suz); 5. Brent Keese (Yam).

80 (12-13): 1. Shawn Miller (Hon); 2. Miles Buck (Suz); 3. Kevin Williams (Kaw).

80 (14-16): 1. Michael Young (Hon); 2. Chris Tocco (Suz); 3. John Simanovich (Hon); 4. Perry Richmond (Kaw); 5. Jeff Brophy (Suz).

B/W: 1. Michael Westling (Kaw).

125 BEG: 1. Tyson Tittlemier (Hon); 2. Brent Gilliam (Suz); 3. Bryan Davis (Hon); 4. Collin Baumgard (Suz); 5. Brent Cain (Yam).

125 NOV: 1. Gerrit Ordelman (Yam); 2. Lance Goodman (Suz); 3. Nick McBride (Hon); 4. Matt Armstrong (Yam); 5. Justin Witcher (Hon).

125 INT: 1. Travis Smith (Kaw); 2. Kevin Townsend (Hon); 3. Jose Polasek (Kaw); 4. Bryan Jaramillo (Hon); 5. Hawk White (Yam).

250 NOV: 1. Tyler Buck (Suz).

250 INT: 1. Jose Arce (Hon); 2. Jason Dubin (Suz); 3. Nick Mairose (Yam); 4. Cole Townsend (Hon); 5. Robbie Dunham (Yam).

JR VET BEG: 1. Robert Miller (Hon); 2. Paul Morgan (Yam); 3. Cary MacMiller (Yam); 4. Melissa Stubbs (Suz); 5. Ofer Cohan (Hon).

JR VET NOV: 1. Lance Goodman (Suz); 2. Tony Pulliam (Hon); 3. Eric Lathrop (Kaw); 4. Gabi Abayou (Hon); 5. Pasha Afshar (Yam).

JR VET INT: 1. J.J. Taylor (Hon).

VET BEG: 1. John Breckshot (Hon); 2. Paul Morgan (Yam); 3. Ray Ritzler (KTM); 4. Cary MacMiller (Yam); 5. Michael Logue (KTM).

VET NOV: 1. Scott Davis (Hon); 2. Pat Dolan (Hbg); 3. Kyle Reuten (Suz); 4. Pasha Afshar (Yam).

VET INT: 1. Tony Pulliam (Hon); 2. Randy Tittlemier (Hon); 3. Brett Allen (Hon).

VET EX/PRO: 1. Leo Saul (Yam); 2. Jon Zahrt (Kaw).

SR AM: 1. Jack Keese (Kaw).

SR EX: 1. Randy Anderson (Yam); 2. Norm Schiel (Hon); 3. Bob Dunham (Yam).

O/T NOV: 1. John Webb (Hon).

O/T AM: 1. Don Meiner (Hon); 2. Richard Bealer (Yam); 3. Charles Watanabe (Hon).

O/T EX: 1. Herb Allen (Kaw); 2. Dennis Tooman (Kaw); 3. Charles Howell (Yam); 4. Gary Willison (Kaw).

O/T MSTR B: 1. Dennis McAdam (Kaw); 2. Norm Schiel (Hon); 3. Mike Chesbro (Hon); 4. Jack Kell (Hon); 5. Jim Westling.

O/T MSTR A: 1. Jerome Gibson (Suz); 2. Steve Clark (Suz).

Hart attacks Astoria ST

By Clay Light

ASTORIA, OR, JAN. 25

Professional motocrosser Grayson Hart proved to be too much for the dirt track competition at the Oregon Pacific Motorsports-sanctioned indoor short track at the Clatsop County Fairgrounds Arena.

Hart, who at age 30 is still a very competitive motocrosser, has found a new niche dirt track racing and he plans to apply for a professional dirt track license. His convincing Open Pro and Open main-event wins tonight add to an already-impressive racing resume.

Two heat races transferred riders to a unique non-pro main event, which included machines from 125 to 600cc. Hart won the first heat after getting around Honda-mounted Kris Anderson, while Randy Jungwirth, Brian Paul and 125cc Honda rider Sean Light transferred directly to the main event.

Hart, who rode a near-stock 1996 Honda CR250, made easy work of heat two, which also had Anderson's 600cc XR-based machine finishing second. Kenny McCann put his Yamaha 500 into third for a transfer to the seven-rider final, beating 250cc rider Jungwirth and Pro-Am rider Paul to complete the front-row lineup for the A main.

In the final, Hart jumped out of the field and opened up a big lead by the third lap of the 15-lap event. A second-place battle, though, went to the finish among Anderson - who for 1997 will join the professional ranks as a Pro-Am rider - McCann and Jungwirth.

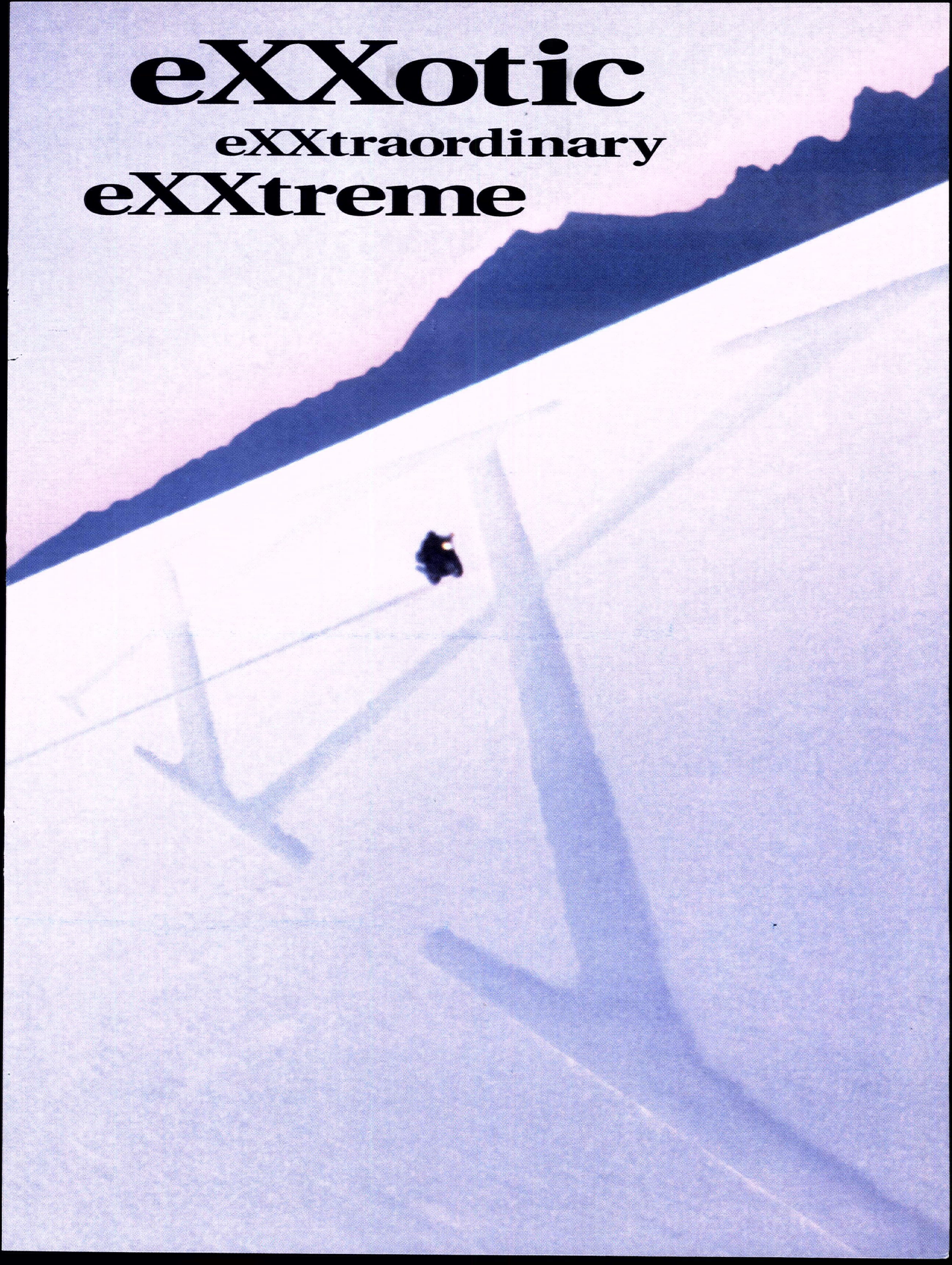
While none of the three could keep Hart in sight, it was Anderson netting the runner-up position ahead of McCann. Jungwirth fended off Paul's 600 to fill out the top five.

Hart made his gradual transition to dirt track a successful one after also winning the Open Pro Dash for Cash, in which the winner would take the entire payout. Hart jumped ahead of the field, which was more aggressive

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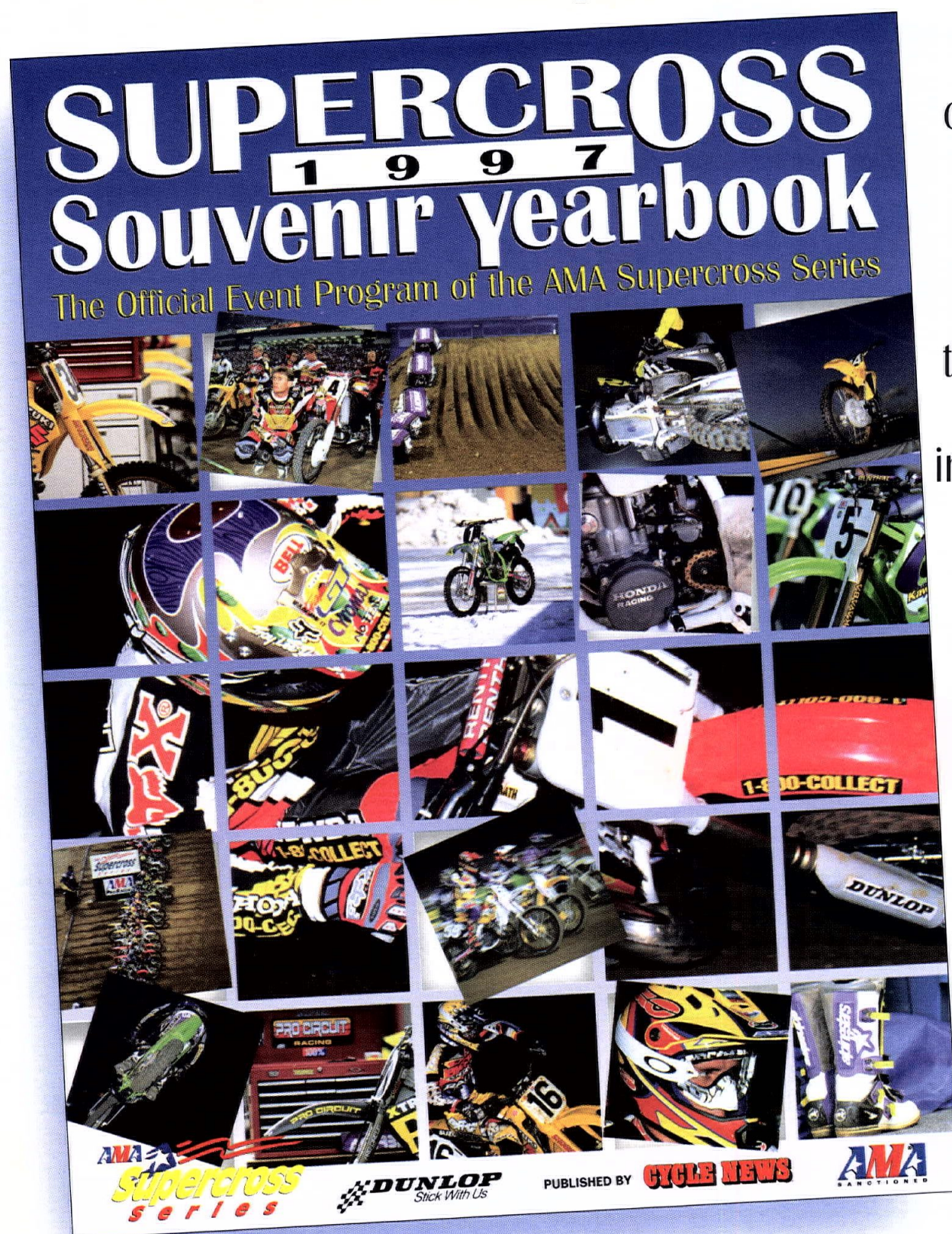
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than in the prior event due to the winner-take-all format, but in the end, it was Hart winning by nearly a half lap. Anderson finished second ahead of McCann.

Results

OPEN PRO DFC: 1. Grayson Hart (Hon); 2. Kris Anderson (Hon); 3. Kenny McCann (Yam); 4. Randy Jungwirth (Hon).

MAIN: 1. Grayson Hart (Hon); 2. Kris Anderson (Hon); 3. Kenny McCann (Yam); 4. Randy Jungwirth (Hon); 5. Brian Paul (W-R).

Mumford wins at Willow Springs F-1

By Eric Vincent

ROSAMOND, CA, JAN. 18-19

Just when it seemed that the season's first Toyota Gold Cup Formula One Road Race at Willow Springs International Raceway wasn't going to be exciting, the unexpected happened twice, giving the win to Paul Mumford.

The first three riders off the line maintained those positions for 10 laps of the 12-lap race. Curtis Adams took the holeshot with Chuck Graves in second and Mumford third. With no change in those positions and not even a close challenge, it seemed the results were set. However, as Adams rounded turn nine to complete lap 10, he nearly crashed as his rear tire went sideways and sent him off the race track momentarily.

That allowed Graves to close on Adams, and as the two went down the back straight on the next lap, Graves moved into the lead. Rounding turn nine again, Adams once more lost control of his motorcycle and this time was unable to recover.

Moments later, Graves passed the start/finish line and was given the white flag, but he mistook it for a checkered flag. Graves slowed and began pulling off the track before he realized his mistake. By that time, it was too late to re-enter the race and he ended up with a DNF.

These twists of fate left Mumford with possession of the lead and he finished with the victory.

In the Coors Light/Tom Sera Racing Formula Two GP, Graves powered his way from near the back of the grid into third just behind Larry Pasquale with the lead and Jack Pfeifer in second. Pfeifer and Graves passed Pasquale entering the back straight.

Graves passed Pfeifer on the front straight with his Bert's Motorcycle Mall-sponsored Suzuki GSXR600. For the next few laps, Pfeifer pressured Graves for the lead and edged past him momentarily in lap five, but was quickly pushed back into second.

Meanwhile, Dave Campbell closed up on Pasquale. Exiting turn nine at the end of the sixth lap, Campbell went around the outside and took over third.

Graves won with a bit of a gap on Pfeifer. Pasquale got past Campbell to retake third.

Results:

F-1: 1. Paul Mumford (Kaw); 2. John Hilton (Hon); 3. Rob Fletcher (Yam); 4. Ben Welch (Yam); 5. Jack Pfeifer (Hon).

F-2: 1. Chuck Graves (Suz); 2. Jack Pfeifer (Hon); 3. Larry Pasquale (Suz); 4. Dave Campbell (Hon); 5. Robbie Yampolsky (Hon).

F-3: 1. Masahiro Iizuka (Hon); 2. Vicky Jackson-Bell (Hon); 3. Wesley Totsubo (Hon); 4. Kevin Murray (Apr); 5. Ben Solis (Hon).

F-40: 1. Steve Poore (Yam); 2. Douglas Newhouse (Kaw); 3. Stephen Hewitt (Hon); 4. David Perez (Duc); 5. Bill Morgan (Duc).

500 S/STK: 1. Roger Baker (Yam); 2. Jason Milloy (Yam); 3. Ross Wells (Yam); 4. Michael Shenoy (Yam); 5. Aaron Lunsford (Yam).

600 S/STK: 1. Chuck Graves (Suz); 2. Jack Pfeifer (Hon); 3. Michael Quindazzi (Hon); 4. Dean Vincent (Yam); 5. Jerry Evans (Suz).

750 S/STK: 1. Lance Holst (Suz); 2. Chuck Graves (Suz); 3. Frank Aragaki (Suz); 4. Jeff Short (Suz); 5. Steve Moreno (Suz).

OPEN S/STK: 1. Curtis Adams (Suz); 2. Orlando Pablo (Suz); 3. Jeremy Toye (Hon); 4. Robert Underwood (Yam); 5. Kevin President (Yam).

550 S/BK: 1. Ross Wells (Yam); 2. Rocky Kabotsky (Yam); 3. Jason Milloy (Yam); 4. Roger Baker (Yam); 5. Richard Munn (Suz).

650 S/BK: 1. Chuck Graves (Yam); 2. Michael Quindazzi (Hon); 3. Dave Campbell (Hon); 4. Jack Pfeifer (Hon); 5. Dean Vincent (Yam).

750 S/BK: 1. Paul Mumford (Kaw); 2. Lance Holst (Suz); 3. Rob Fletcher (Yam); 4. Larry Schnur (Duc); 5. Matt Cusumano (Suz).

OPEN S/BK: 1. Curtis Adams (Suz); 2. Ben Welch (Yam); 3. Orlando Pablo (Suz); 4. Steve Poore (Yam); 5. Maurice Noller (Hon).

500 MOD PROD: 1. Roger Baker (Yam); 2. Rocky Kabotsky (Yam); 3. Jason Milloy (Yam); 4. Ross Wells (Yam); 5. Alan Burtt (Kaw).

600 MOD PROD: 1. Kenny Canedo (Hon); 2. Dave Campbell (Hon); 3. Robert Yampolsky (Hon); 4. Dean Vincent (Yam); 5. Larry Pasquale (Suz).

750 MOD PROD: 1. Paul Mumford (Kaw); 2. Lance Holst (Suz); 3. Frank Aragaki (Suz); 4. Matt Cusumano (Suz); 5. Kenny Kopecky (Suz).

OPEN MOD PROD: 1. Curtis Adams (Suz); 2. Orlando Pablo (Suz); 3. Steve Poore (Yam); 4. Jeremy Toye (Hon); 5. Maurice Noller (Hon).

BOTT L/W: 1. Richard Munn (Suz); 2. Jerry Jirkovsky (Kaw); 3. Eric Latza (Suz); 4. James Hillier (Kaw); 5. Alan Burtt (Kaw).

BOTT M/W: 1. Rick Pazen (Hon); 2. Michael Dube (Hon); 3. Jody Hendley (H-D); 4. Kurt Andrews (Duc); 5. Mick Ofield (Duc).

BOTT H/W: 1. Larry Schnur (Duc); 2. David Perez (Duc); 3. Jacques Lagourgue (Duc); 4. Kurt Mund (BMW); 5. Lloyd Johnson (Duc).

500 SGL: 1. Danny Farnsworth (Hon); 2. Kenny Kopecky

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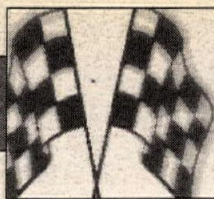
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EVENTS



Open Semi-Pro winner Jeff Fredette is chased by Vern Brown during ice racing in Beloit, Wisconsin.

Fredette flies in Beloit Lagoon Ice Race

By Al Sumner
Photo by Mark Young

BELOIT, WI, JAN. 19

Ice racing returned to southern Wisconsin with a bang as Race Face Promotions and the city of Beloit sponsored ice races during the Beloit Winter Carnival.

While the rider count was down somewhat after a few years with no ice, the racing itself was first class. The low rider count provided an opportunity for every rider to get three chances at the checkered flag with a three-moto format.

Mr. Consistent, Jeff Fredette, took overall wins in the 250cc Semi-Pro class over Dan Peterson and the Open Semi-Pro win after a race-long battle with Vern Brown, who threw it away on the last lap. This allowed Dave Dupree to go home with second place overall.

"Mr. Ice," 47-year-old Jerry Westhouse, showed he has lost none of his form by making a clean sweep of the Senior class. Westhouse still rides like he did back in the 1980s, and he hasn't ridden for two years. Second place went to young Rich Waldbueser, 66.

The 125 and 250ccs ran together with Mike Friberg and Glenn Meril, both on their 125s, coming in first and second. Jamison Stachel was the winner of the 250cc class.

The Open class was a battle of the two Randys, with old-time ice racer, enduro rider Randy Livingston, coming out ahead of first-time Open-class rider Randy Smith. The younger Randy made some great moves on Livingston with his 500 Honda.

Results

OPEN: 1. Randy Livingston (Kaw); 2. Randy Smith (Hon); 3. Cary Corr (Hon); 4. Mark Young (Hon).
SR: 1. Jerry Westhouse (Kaw); 2. Rich Waldbueser (Yam); 3. Dan Schmitt (Yam); 4. Dave Mertz (Hon); 5. Chris Ehle.
250: 1. Jamison Stachel (Kaw); 2. Bill Couvelis (Hon); 3. Dan Schmitt (Yam); 4. Dave Marvo; 5. Frank Dunn (Kaw).
VET: 1. Don Waldbueser (Yam); 2. Bill Couvelis (Hon); 3. Mark Hanson (Yam); 4. Dave Hendrickson (Yam); 5. Tom Hendrickson (Yam).
250: 1. Jeff Fredette (Kaw); 2. Dan Peterson (Hon); 3. Dave Dupree (Kaw); 4. Tom Luther (Yam).
125: 1. Mike Friberg (Hus); 2. Glen Meril (Suz).
50: 1. Greg Luther (KTM).
80: 1. James Robertson (Yam).

move but missed the better line through turn five, allowing Hensen to hold onto the lead.

Coming down the front shoot, Stone got back alongside, but again Hensen got the better jump over the start/finish line and held the lead. As it turned out, Stone did not get another chance as Hensen took the win with Stone only four bike lengths behind.

Third place also was hotly contested as Brian Storrie, Mike Kurz and Mark Weeks battled for this spot throughout the race. Storrie was able to hold on as Kurz went down on the last lap, settling for fifth as Weeks took fourth.

"That was a good race, a good tight race," Hensen said. "Brian had some good, tight lines out there and I just tried to keep calm and it all worked out."

Only two riders made the call for the 60cc main with Jared Jenkins taking the honors as Scott Beckley had trouble and went down at about midrace.

As soon as the 60s were off, it was 250cc Amateur time. Newlin also took the win here as he almost lapped the entire field. Second through fifth, respectively, were Cody Green, Terry Cunningham, Russell Weeks and Billy Moorehead.

The last race was the heavyweights, the 250c Pros. Unlike the 125s, it was Brian Stone with the holeshot, followed closely by Tod Clayborn, Brian Storrie and Jon Hedden. However, these guys came to race as Trent Hensen made his way past Hennen to take the third spot on lap two. By this time, Stone looked to have the win in sight, but the race for second was just getting warmed up.

With only a couple of laps left, Hedden got by Hensen and Clayborn for second, leaving them to battle for third. Hensen finally got the better of that contest, sending Clayborn back to fourth at the checkers while Storrie took fifth.

Newlin also won the cycle jump-off by jumping higher and farther than anyone else.

Motocross champions honored at CRC banquet

By Greg Robertson

PALMDALE, CA, JAN. 24

The California Racing Club's year-end awards banquet drew nearly 200 people to the Ramada Inn.

Trophies were handed out for the top three riders in each age and displacement class based on combined points throughout the 1996 season. Various levels of sponsorships for the 1997 season and trophies also were presented to those who did well in the recent five-race Sponsorship Series.

Track announcer Don Gossett was the emcee for the evening and kept things flowing by handing out plenty of raffle prizes, including some trick customized pit boards from Slammin Motorsports.

AMA Supercross announcer Larry Naston, who got his start by calling CRC races years ago, stopped by to see old friends and speak to the riders about what sponsors will be looking for in their riders in the upcoming year.

Shawn Butler did well enough in the Sponsorship Series to walk away with A-level sponsorships for this year in both the Pee Wee Yamaha and Super Stock classes for riders aged 4-6. Honda rider Willie Kennedy finished behind J.J. Taylor for a B-level ride in the Junior Vet Novice class and earned an A-level support over John Hemme in the Vet Novice results. The only other double winner was KX250 pilot Bruce Richards who claimed third-place C-level support in the Junior Vet and Vet Novice classes.

CRC number-one plate holders for 1997 include Yamaha/KTM rider Shawn Butler in the Pee Wee class. Although he's already moved up to the 80cc wars, Anthony Barbacovi would have ridden with the lowest digit in the 60cc class. Honda-mounted Shane Smith went from the 80cc number-two plate last year to number one this year.

Chris Thompson topped Chris Neitzel and Ryan Orr for the 125cc number-one plate. Nick Mairose rode his Yamaha to his second consecutive number-one plate. Jon Zahrt came on strong toward the end of the year to earn the Junior Vet lowest digit over Gabi Abayou and Bob Gorman.

In the combined Vet and Senior point standings, it was YZ125 rider Eric "Little Guy" Casas who finally unseated three-time winner Leo Saul for the big number one.

(Suz); 3. Steve Allen (Hon); 4. Patrick Webster (Hon); 5. Larry Cochran (Hon).

650 SGL: 1. David Neal (Yam).

F-SGL: 1. Stuart Knigge (Yam); 2. Larry Schnur (Duc); 3. Mark Kruse (W-R); 4. Benjamin Morse (Suz); 5. Trevor Dunne (Gil).

VINT: 1. Mick Ofield (Duc); 2. Sean Robbins (Yam); 3. Stuart Knigge (Yam); 4. Lloyd Johnson (Duc); 5. Larry Cochran (Hon).

500 NOV: 1. Jack O'Dell (Hon); 2. Marte Cooksey (Kaw); 3. Jack Silverman (Hon); 4. John Ekkens (Hon); 5. Joe Davidson (Suz).

650 NOV: 1. Danny Ayala (Hon); 2. Michael Martinez (Hon); 3. Melissa Berkoff (Hon); 4. Craig Randall (Hon); 5. Geoff Beck (Yam).

OPEN NOV: 1. Bill Morgan (Duc); 2. Lucio Nicolod; (Duc); 3. Bryce Gross (Suz); 4. Jack Vanbeek (Hon); 5. Craig Randell (Hon).

D-13 motocross riders get trophies, food and money

By Jay and Sharon Hauser

WILLIAMSBURG, VA, JAN. 18

Riders who competed in AMA District 13 came together at an awards banquet to commemorate the 1996 racing year in Virginia, Maryland and North Carolina.

The banquet was held in the heart of historical Williamsburg and served as a double awards payday for the riders as the U.S. Eastern Fall Series awards were also handed out, totaling more than \$60,000 in prizes.

The night's festivities began with AMA trustee Carl Reynolds speaking of the recent loss of a beloved rider, Eden, North Carolina's Mike Eastwood, but was soon brought right up to speed with an excellent dinner. After dinner it was time for the number-one plates, trophies, jackets and tons of products to be given out.

Young Honda rider Chris Anstead, out of Henderson, North Carolina, took his Brewers Cycle-backed CR to top Pro honors with a very strong year of riding, taking the year-end number-one plate in the 250cc A ranks. Danville, Virginia's Allen Alford secured second for the year in district points over Terry Kennedy.

Anstead proved to be tough all year as he also took fourth in 250cc A racing in the Eastern Fall Series. Alford also made it up on stage to receive his number-one plate for the District Over 25 A crown, as did Kennedy when he received his 125cc A title.

AMA District 13 Chairman Sonny Mitchell was the only rider to obtain overall titles in two classes for the year with an Over 30 A and Over 35 high-points award. Mitchell bested Brad Crouch out of Virginia Beach, Virginia, for Over 30 A honors and Kawasaki 500cc pilot Denny Prillaman in the Over 35 division.

Mini pilot Steven Dailey just missed the title in the 60cc class, taking second behind Chase Shumate. However, Dailey did take a number-one plate in the 80cc Junior Mini division over his 60cc competitor Shumate. These kids will be fun to watch in the coming year.

Results

High Points
50 (4-6): 1. Devon Pilkington.
50 (7-8): 1. Tyler Shumate.
60: 1. Chase Shumate.
JR MINI: 1. Steven Dailey.
SR MINI: 1. Isha Wood.
S/MINI: 1. Josh Wood.

125 A: 1. Terry Kennedy.

125 B: 1. Stoner Ross.

125 C: 1. Travis West.

250 A: 1. Chris Anstead.

250 B: 1. Keith Newton.

250 C: 1. Bobby Tucker.

25+ A: 1. Allen Alford.

25+ B: 1. Thomas Jennings.

30+ A: 1. Sonny Mitchell.

30+ B: 1. David Hobson.

35+: 1. Sonny Mitchell.

U.S. Eastern Fall Series

50 (4-6): 1. Devon Pilkington.

50 (7-8): 1. Tyler Shumate.

60 (7-9): 1. Tyler Shumate.

60 (10-11): 1. Steven Dailey.

JR MINI: 1. Steven Dailey.

SR MINI: 1. Justin Gibbs.

S/MINI: 1. Justin Gibbs.

80 D: 1. Tripp Bernhard.

125 A: 1. Shane Templeton.

125 B: 1. Derrick Walston.

125 C: 1. Barry Shiver.

125 D: 1. Josh Fulton.

250 A: 1. Shane Templeton.

250 B: 1. Jay Foster.

250 D: 1. Steve Beno.

OPEN B/C: 1. Denny Prillaman.

25+ A: 1. Shane Templeton.

25+ B: 1. Thomas Jennings.

30+ A: 1. Scottie Shipley.

30+ B: 1. David Hobson.

30+ C: 1. Barry Shiver.

35+: 1. Sonny Mitchell.

40+: 1. Greg Driscoll.

U/L: 1. Travis West.

Newlin sparks Texas MX

By Mitch Tasker

WITCHITA FALLS, TX, JAN 10-12

Checkered Flag Promotions' high-flying Motor-sports Extravaganza was at the Wichita Falls MPEC Center, featuring some of the best motocross pilots in the north Texas area. Six classes of racers thrilled a near-capacity crowd with their handlebar-to-handlebar jumps as each vowed to take the win and the money on the very tight indoor course.

The 125cc Amateurs were the first to test the course with Sparky Newlin of Fort Worth jumping into the lead at the start and hanging on for the win. Travis Rathburn was able to stay with the leader in the early going, but was not able to match Newlin's long, high jumps.

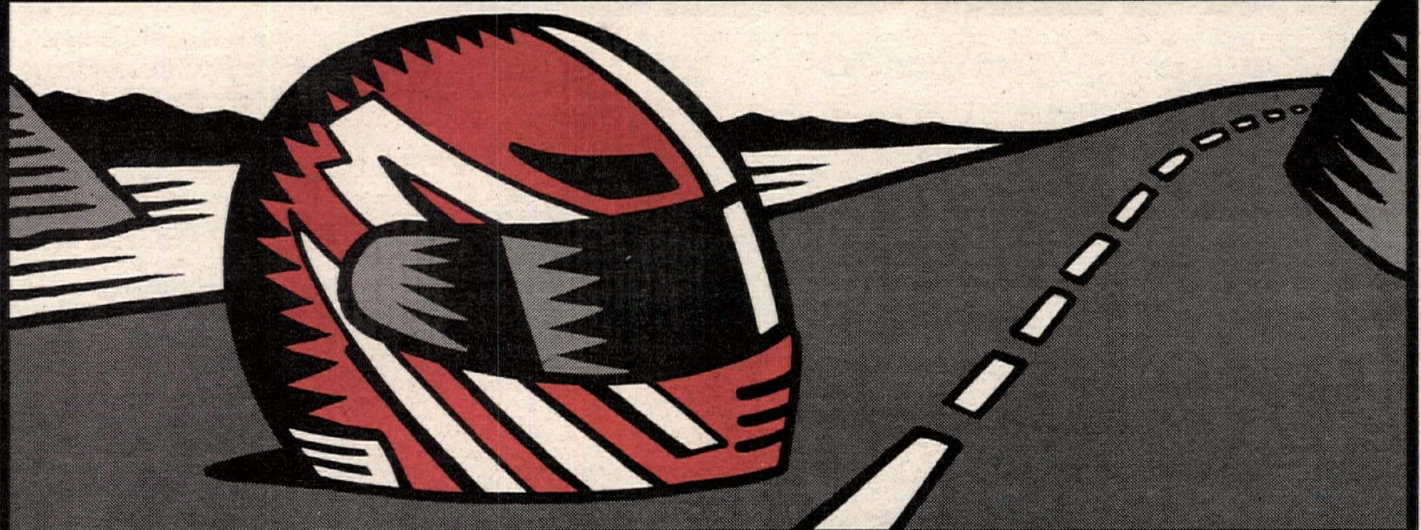
By midrace, eventual second-place finisher Brian Barnes had caught Rathburn and was reeling in Newlin, but he just didn't have enough laps left. When the checkers flew, Newlin had held on for the win with Barnes a close second, followed by Rathburn in third, Robert Mauldin fourth and James Taylor fifth.

Next up was the 80cc class as Bryan Miller ran away and hid from the rest of the field. Miller took the lead when the gate dropped and used his superior riding ability to finish more than half a lap ahead.

Second place went to Dustin Dalton, who was the only other racer to finish on the lead lap. Third was Erin McDaniel, followed by Brannon Stone in fourth.

Next it was the 125cc Pros in what turned out to be the closest race of the event. Trent Hensen jumped into the lead from the start with Brian Stone firmly attached to his rear tire for the first three laps. On lap four, Stone made his

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125 B D-2: 1. Jeff Gibson (Kaw); 2. Jay Hershey (Suz); 3. John Todd (Hon); 4. Ryan Tow (Kaw); 5. Bo Bowman (Suz).

125 C D-1: 1. Ron Veltre (Suz); 2. Corry Callihan (Suz); 3. Tim Stallman (Hon); 4. Ryan Rutkowski (Suz); 5. Jamie Irvine (Kaw).

125 C D-2: 1. Mike Turnblom (Suz); 2. Kevin Karasevic (Suz); 3. Justin Stone (Yam); 4. Patrick Hunyadi (Yam); 5. Kevin Reigh (Hon).

125 C D-3: 1. Joe Shane (Kaw); 2. Jeff Heestand (Hon); 3. Rob Beretics (Yam); 4. Jimmy Todd (Yam); 5. Matt Bores (Kaw).

250 B: 1. Billy Walker (Suz); 2. Tim Stroyne (Hon); 3. Ryan Tow (Hon); 4. Brad Snyder (Hon); 5. Cristian Halley (Kaw).

250 C-1: 1. Daniel Gardner (Yam); 2. Joe Dubowsky (Hon); 3. John Uplinger (Kaw); 4. Scott Taffini (Kaw); 5. Jeff Maderitz (Suz).

250 B: 1. Ernie Calderone (Hon); 2. Matt Schneider (Hon); 3. Phil Kaminski (Kaw); 4. Shaun Shaffer (Suz); 5. Sam Shahan (Hon).

OPEN: 1. Dan Morgan (KTM).
BMBR: 1. Dennis Williams (Yam); 2. Jacob Newman (Hon); 3. John Timoneri (Hon).

VINT: 1. Daryl Wagner (Mon).
WMN: 1. Cristen Crookham (Hon); 2. Angela Moore (Suz); 3. Renee Tesing (Suz); 4. Sheryl Blair (Hon); 5. Angela Eakin (Hon).

25+: 1. Sandy Parisi (Suz); 2. Mike Smith (Hon); 3. Brian Broadwell (Suz); 4. Rodney Funk (Suz); 5. Buzzy Buzz (Kaw).

SR I D-1: 1. Jeff Hillis (Hon); 2. John Hill (Suz); 3. Ray Collier (Kaw); 4. Jeff Massie (Hon); 5. Ron Horning (Hon).

SR I D-2: 1. Gary Bruce (Yam); 2. Mike Smith (Hon); 3. Brian Broadwell (Suz); 4. Mike Gillispie (Yam); 5. Milford Artman (Kaw).

SR II: 1. Dan Morgan (KTM); 2. Dennis Williams (Yam); 3. Brian O'Donnell (Hon).

S/SR: 1. John Gallagher (KTM).

EXTRA: 1. Rick Emerson (Hon); 2. Brandon Mather (Kaw); 3. Ryan Tow (Kaw); 4. Brian Crist (Hon); 5. Phil Kaminski (Kaw).

Saturday

125 A: 1. Mike Katin (Yam); 2. Vince Karnow (Kaw); 3. Jimmy Wilson (Suz); 4. Gaylon Dixon (Yam); 5. Chad DeHoop (Kaw).

250 A: 1. Mike Katin (Yam); 2. Vince Karnow (Kaw); 3. Jimmy Wilson (Suz); 4. David Hand (Hon); 5. Gaylon Dixon (Yam).

JR P/W: 1. Derek Kronapple (LEM); 2. Michael Schaffer (LEM); 3. Dustin Rhodes (Act); 4. Blaine Gould (Yam); 5. Matt Scott (KTM).

SR P/W: 1. T.J. Auten (Cob); 2. Brandon Meier (Cob); 3. Kenny Henry (Cob); 4. Sean Hackley (Kaw); 5. Kyle McConnell (Cob).

60: 1. David Maxwell (Kaw); 2. A.J. Hattery (Kaw); 3. Ronnie Kendall (Kaw); 4. Broc Fallas (Kaw); 5. Zach Ames (Kaw).

JR MINI: 1. Micky Marshall (Suz); 2. David Maxwell (Suz); 3. Andy O'Donnell (Suz); 4. Ryan Coleman (Suz); 5. Troy Gould (Suz).

SR MINI: 1. Ryan Holliday (Suz); 2. Brad McClellan (Suz); 3. Paul Kissig (Suz); 4. Chris Talbot (Suz); 5. Josh Joan (Kaw).

S/MINI: 1. Brad McClellan (Suz); 2. Micky Marshall (Suz); 3. Nick Allen (Yam); 4. Trevor Moriva (Hon); 5. Chris O'Donnell (Hon).

SCHBY: 1. Bo Bowman (Suz); 2. Brian Gerth (Suz); 3. Joe Shane (Kaw); 4. Michael Cambell (Kaw); 5. Matt Macan (Suz).

125 B: 1. Jay Hershey (Suz); 2. Tim Stroyne (Hon); 3. Brian Gerth (Suz); 4. Bo Bowman (Suz); 5. Brad Snyder (Hon).

125 C: 1. Billy Dittman (Kaw); 2. David McWilliams (Suz); 3. Matt Bores (Kaw); 4. Jay Echtenkamper (Suz); 5. Glenn Ward Jr. (Yam).

250 B: 1. Tim Stroyne (Hon); 2. Billy Walker (Suz); 3. Chris Bodo (Hon); 4. Brandon Mather (Kaw); 5. Brad Snyder (Hon).

250 C: 1. Ernie Calderone (Hon); 2. Daniel Gardner (Yam); 3. David McWilliams (Hon); 4. Shaun Shaffer (Suz); 5. Mike Taylor (Hon).

OPEN: 1. Neal Davis (Hon); 2. Kevin Deyling (Hon); 3. Joel Martin (KTM).

BMBR: 1. Jeff Bryant (Kaw); 2. Dennis Williams (Yam); 3. Cody Coy (Hon); 4. Rob Campell (Yam); 5. Jacob Newman (Hon).

VINT: 1. Darryl Wagner (Mon).

WMN: 1. Cristen Crookham (Hon); 2. Angela Moore (Suz); 3. Renee Tesing (Suz); 4. Jennifer Roberts (Suz); 5. Kathleen Schneider (Suz).

25+: 1. Sandy Parisi (Suz); 2. Brian Broadwell (Suz); 3. Tim Lutes (Hon); 4. Mike Blanford (Kaw); 5. Daniel Gardner (Yam).

SR I: 1. Neal Davis (Hon); 2. Brian Broadwell (Suz); 3. Milford Artman (Kaw); 4. Mike Gillispie (Yam); 5. Ray Collier (Kaw).

SR II: 1. Dennis Williams (Yam); 2. Wayne Bays (KTM); 3. Brian O'Donnell (Suz).

S/SR: 1. Bob Gates (Suz); 2. John Gallagher (KTM).

EXTRA: 1. Ryan Tow (Hon); 2. Brandon Mather (Kaw); 3. Cristian Halley (Kaw); 4. Brian Crist (Hon); 5. Matt Schneider (Hon).

Sunday

125 A: 1. Mike Katin (Yam); 2. Vince Karnow (Kaw); 3. Gaylon Dixon (Yam); 4. Chad DeHoop (Kaw); 5. Richard Prather (Kaw).

250 A: 1. Mike Katin (Yam); 2. Vince Karnow (Kaw); 3. Gaylon Dixon (Yam); 4. Jimmy Wilson (Suz); 5. John Natalie (Suz).

JR P/W: 1. Derek Kronapple (LEM); 2. Joey Dubowsky (Yam); 3. Scott Ferry (Yam); 4. Vincent Olenick (Yam); 5. Justin Ball (Yam).

SR P/W: 1. Brandon Meier (Cob); 2. T.J. Auten (Cob); 3. Sean Hackley (Cob); 4. Kenny Henry (Cob); 5. Robert Garthe (Cob).

60: 1. David Maxwell (Kaw); 2. Jeffery Mort (Kaw); 3. Zach Ames (Kaw); 4. A.J. Hattery (Kaw); 5. Matthew Gow (Kaw).

JR MINI: 1. Matt Barnes (Suz); 2. Micky Marshall (Suz); 3. David Maxwell (Suz); 4. Ryan Coleman (Suz); 5. Andy O'Donnell (Suz).

SR MINI: 1. Ryan Holliday (Suz); 2. Joey Sly (Hon); 3. Trevor Moriva (Hon); 4. Chris Talbot (Suz); 5. Brian McVay (Suz).

S/MINI: 1. Ryan Holliday (Suz); 2. Matt Barnes (Suz); 3. Joey Sly (Hon); 4. Micky Marshall (Suz); 5. Trevor Moriva (Hon).

SCHBY: 1. Jason McDonald (Suz); 2. Bo Bowman (Suz); 3. Brian Gerth (Suz); 4. Jesse Modzel (Kaw); 5. Josh Joan (Kaw).

125 B: 1. Jason McDonald (Suz); 2. Tim Stroyne (Hon); 3. Bo Bowman (Suz); 4. David Ellison (Suz); 5. Damien Heater (Hon).

125 C: 1. Billy Dittman (Kaw); 2. Jimmy Todd (Yam); 3. Adam Miller (Kaw); 4. John Duzicky (Suz); 5. Jesse Modzel (Kaw).

250 B: 1. Tim Stroyne (Hon); 2. Ryan Tow (Hon); 3. Billy Walker (Suz); 4. Bob Ellison (Suz); 5. Mark Powers (Yam).

250 C: 1. Daniel Gardner (Yam); 2. Phil Kaminski (Kam); 3. John Uplinger (Kaw); 4. Douglas Topp (Kaw); 5. Glenn Ward (Yam).

OPEN: 1. Neal Davis (Hon); 2. Kevin Deyling (Hon); 3. Johnny Young (KTM); 4. Rich Burbick (KTM); 5. Bret Schluter (Yam).

BMBR: 1. Jeff Bryant (Kaw); 2. Scott Phillips (Pen); 3. Dennis Williams (Yam); 4. Jason Nabors (Hon).

VINT: 1. Scott Phillips (Pen); 2. Daryl Wagner (Mon); 3. Todd Ameling (Mon).

WMN: 1. Cristen Crookham (Hon); 2. Sheryl Blair (Hon); 3. Jennifer Roberts (Suz); 4. Kathleen Schneider (Suz).

25+: 1. Sandi Parisi (Suz); 2. Mike Damaratoski (Hon); 3. David Ellison (Suz); 4. Brian Aldridge (Hon); 5. Rick Lukaseko (Yam).

SR I: 1. Jeff Hillis (Hon); 2. Ray Collier (Kaw); 3. Richard Kresic (Suz); 4. Johnny Young (KTM); 5. Greg Griffin (Kaw).

SR II: 1. Richard Kresic (Suz); 2. Dennis Williams (Yam); 3. Tom Figinsky (Yam); 4. Brian O'Donnell (Suz); 5. Dan Morgan (KTM).

S/SR: 1. John Gallagher (KTM).

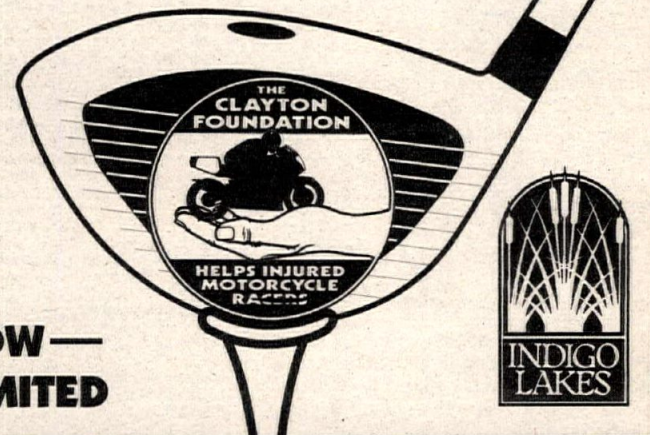
EXTRA: 1. Dave Korte (Hon); 2. Brandon Mather (Kaw); 3. Brian Crist (Hon); 4. Ryan Tow (Hon); 5. Bill Scheider (Hon).

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MOTOCROSS

#(6) This Is Motocross

Produced in 1996, this video features a brief history of motocross, tips on getting started, action from amateur to GP level competition, interviews with world-champion riders, and a look at the Supercross phenomenon. 55 minutes from Duke Video USA. \$34.95

#(7) The Evolution of Motocross

Gary Semics has put together the story of motocross' early days, highlighting 52 years of European and American racing. From the days when British dinosaurs ruled the roost to Jeremy McGrath on his CR250, you'll see it all in this 95 minute video from Gary Semics Video. \$42.95

#(12) Dirt Devils

Roger DeCoster dissects some of the greatest MX battles: Axton '90 w/Cooper vs. Kiedrowski; Budd's Creek '90 w/Stanton vs. Ward; Mt. Morris '91 w/Stanton vs. Bradshaw; Millville '91 w/Bradshaw vs. Bayle; Washougal '92 w/Swink vs. Emig. Additional "Hot Shots" focus on techniques for starts, passing and some spectacular crashes. Narration by Larry Maier; 60 minutes from Powersports Video. \$33.95

#(65D) 1994 Motocross des Nations

After 13 years of winning the "Olympics" of motocross, the American team came up second to the British champs. You'll see how it happened in this 90-minute show from Motovideo. \$29.95

#(65E) 1995 Motocross des Nations

Great Britain stopped the USA's winning streak in '94, but the strong Belgian team made 1995 their turn after a 15-year wait. See just how close Team USA came to taking it back. 90 minutes from Duke Video USA. \$34.95

#(67) 1995 World 125cc MX Series Review

Follow the entire '95 World Championship MX Series, from the stifling heat of Italy to the nail-biting clincher in Germany when just 3 points separated dynamic Italians Puzar & Chiodi. 90 minutes from Duke Video USA. \$34.95

#(68A) 1995 World 250cc MX Series Review

Belgium's Stefan Everts started as favorite, but received constant pressure from fellow countryman Bervoets, USA's Moore and Vohland, Italy's Bartolini, Germany's Beier, and England's Nicoll. Highlights cover all 15 rounds, down to when the title was decided at the final in France. 90 minutes from Duke Video USA. \$34.95

#(68) 1994 World 250cc MX Series Review

Highlights of all the rounds of the '94 250cc MXGP Series featuring Greg Albertyn, Stefan Everts, Donny Schmitt, Yves Demaria, Maricq Bervoets and Kurt Nicoll in their quest for the World Championship. 90 minutes from Motovideo. \$29.95

#(69) 1995 World 500cc MX Series Review

Belgian Joel Smets changed to a 4-stroke Husaberg in '95 in the hope of winning his first world crown. But Louisiana's former 125cc & 250cc World Champion Trampas Parker had his own ideas. Could he really stop Smets? 90 minutes from Duke Video USA. \$34.95

#(149) 1994 Budd's Creek 250cc USGP

Team Pepsi-Honda's Yves Demaria shocked the American MX fans when he won the U.S. round of the '94 250cc World MX Championship Series at Budd's Creek, Maryland. Demaria led a massive European revolt eager to beat the dominant Americans at their own round of the World Championships. 47 minutes from Motovideo. \$24.95

#(150G) 1996 Gainesville AMA National MX

Round #1 of 125cc and 250cc action from sandy Gatorback Cycle Park. 50 minutes from Fox Video. \$24.95

#(151G) 1996 Sacramento AMA National MX

Round #2 of 125/250 outdoor action from Northern California Hangtown Classic. 50 minutes from Fox Video. \$24.95

#(163G) 1996 Glen Helen AMA National MX

Round #3 of 125/250 outdoor action returns to San Bernardino, CA. 50 minutes from Fox Video. \$24.95

#(153G) 1996 Mt. Morris AMA National MX

Round #4 of 125/250 outdoor action from Pennsylvania's High Point Raceway. 50 minutes from Fox Video. \$24.95

#(154G) 1996 Budds Creek AMA National MX

Round #5 of 125/250 outdoor action from Maryland's Budds Creek Raceway. 50 minutes from Fox Video. \$24.95

#(155G) 1996 Southwick AMA National MX

Round #6 of 125/250 outdoor action from the rough and sandy Southwick, Massachusetts circuit. 50 minutes from Fox Video. \$24.95

#(156G) 1996 Buchanan AMA National MX

Round #7 of 125/250 outdoor action from Michigan's 23rd annual Red Bud National. 50 minutes from Fox Video. \$24.95

#(152G) 1996 Unadilla AMA National MX

Round #8 of 125/250 outdoor action from New York's legendary Unadilla Valley Sports Center. 50 minutes from Fox Video. \$24.95

#(157G) 1996 Troy AMA National MX

Round #9 of 125/250 outdoor action from the Ohio's Kenworthy's MX Park. 50 minutes from Fox Video. \$24.95

#(158G) 1996 Millville AMA National MX

Round #10 of 125/250 outdoor action from Minnesota's rough and sandy Spring Creek MX Park. 50 minutes from Fox Video. \$24.95

#(159G) 1996 Washougal AMA National MX

Round #11 of 125/250 outdoor action from Washington state's 16th annual Washougal National MX. 50 minutes from Fox Video. \$24.95

#(160G) 1996 Binghamton AMA National MX

Round #12 of 125/250 outdoor action from New York's Broome-Tioga Sports Center. 50 minutes from Fox Video. \$24.95

#(161G) 1996 Delmont AMA National MX

Round #13 of 125/250 outdoor action from the finals at Pennsylvania's Steel City Raceway. 50 minutes from Fox Video. \$24.95

#(162B) '91 AMA Nat'l MX Season Review

Follow the 13 stops on the 1991 AMA National MX Series as Mike Kiedrowski duels with Guy Cooper for the #1 plate title honors; 250cc and 500cc action follow the dominance of J.M. Bayle over Stanton, Ward, and Bradshaw. Approx. 2 hours (2-tape package) from Powersports Video. \$42.95

#(162C) '92 AMA Nat'l MX Season Review

The definitive video review of the 1992 AMA National 125, 250 & 500 Motocross Series. Narrated by Larry Maier; 90 minutes from Powersports Video. \$34.95

#(162D) '93 AMA Nat'l MX Season Review

Follow the highlights of the 1993 outdoor Nationals in all 3 classes, from Southwick, Gainesville, Sacramento, Mt. Morris, Unadilla, Buchanan, Glen Helen, Troy, Millville, Washougal, Delmont and Binghamton in the chase for the 125, 250 and last-ever 500 AMA National MX crowns. 90 minutes from Motovideo. \$24.95

#(162E) 1994 AMA Nat'l MX Season Review

Narrated by Larry Maier, it's all here-highlights of the entire 1994 AMA 250cc National MX Championship Series. 60 minutes from Motovideo. \$24.95

SUPERCROSS

#(301G) 1996 Orlando Supercross

Round #1 of 125/250cc AMA Supercross Series action from the Citrus Bowl in Orlando, Florida. 50 minutes from Fox Video. \$24.95

#(310G) 1996 Minneapolis Supercross

Round #2 of 125/250cc AMA Supercross Series action from the Metrodome in Minneapolis, Minnesota. 50 minutes from Fox Video. \$24.95

#(303G) 1996 Anaheim Supercross

Round #3 of 125/250cc AMA Supercross Series action from the former Rams Stadium in Anaheim, California. 50 minutes from Fox Video. \$24.95

#(312G) 1996 Seattle Supercross

Round #4 of 125/250cc AMA Supercross Series action from the Kingdome in Seattle, Washington. 50 minutes from Fox Video. \$24.95

#(304G) 1996 San Diego Supercross

Round #5 of 125/250cc AMA Supercross Series action from Jack Murphy Stadium in San Diego, California. 50 minutes from Fox Video. \$24.95

#(306G) 1996 Atlanta Supercross

Round #6 of 125/250cc AMA Supercross Series action from the Georgia Dome in Atlanta, GA. 50 minutes from Fox Video. \$24.95

#(302G) 1996 Houston Supercross

Round #8 of 125/250cc AMA Supercross Series action from the Astrodome in Houston, Texas. 50 minutes from Fox Video. \$24.95

#(314G) 1996 Dallas Supercross

Round #9 of 125/250cc AMA Supercross Series action from Texas Stadium in Dallas. 50 minutes from Fox Video. \$24.95

#(307G) 1996 Indianapolis Supercross

Round #10 of 125/250cc AMA Supercross Series action from the RCA Dome in Indianapolis, Indiana. 50 minutes from Fox Video. \$24.95

#(313G) 1996 Tampa Supercross

Round #11 of 125/250cc AMA Supercross Series action from Florida's Tampa Stadium. 50 minutes from Fox Video. \$24.95

#(309G) 1996 Pontiac Supercross

Round #12 of 125/250cc AMA Supercross Series action from the Silverdome in Pontiac, Michigan. 50 minutes from Fox Video. \$24.95

#(308G) 1996 Charlotte Supercross

Round #13 of 125/250cc AMA Supercross Series action from North Carolina's Charlotte Motor Speedway. 50 minutes from Fox Video. \$24.95

#(311G) 1996 St. Louis Supercross

Round #14 of 125/250cc AMA Supercross Series action from the TransWorld Dome in St. Louis, Missouri. 50 minutes from Fox Video. \$24.95

#(315G) 1996 Denver Supercross

Final round (#15) of 125/250cc AMA Supercross Series action from Mile High Stadium in Denver, Colorado. 50 minutes from Fox Video. \$24.95

#(325B) Airtime - Thrills of Supercross

A review of each round of the 1992 AMA Camel Supercross series as Jeff Stanton, Damon Bradshaw, Guy Cooper, Jeff Matiasovich, Jeff Ward and the rest go for the gold. 60 minutes from Motovideo. \$24.95

#(325C) All Crossed Up

This review of the entire 1993 Supercross season sees the emergence of Jeremy McGrath as "the greatest Supercross rookie sensation" in history. Trying to achieve his own personal record, Guy Cooper tries all season for his first AMA Supercross win in his farewell tour of the series. 1993 also marks the final year for Damon Bradshaw, as he turns in his early retirement. 60 minutes from Motovideo. \$24.95

#(325E) Lightning Strikes Twice

A review of all 15 Coors Light Challenge rounds of the 1994 AMA Supercross Series as Jeremy McGrath steamrolled the 250cc class on the way to his second consecutive title. Also includes highlights of Eastern and Western 125cc rounds. 60 minutes from Motovideo. \$24.95

#(325F) Supercross Attack

From Orlando to Las Vegas, follow Jeremy McGrath as he collects his third consecutive AMA-sanctioned U.S. Supercross Series championship. Includes highlights of 14 rounds with behind the scenes profiles on how it all happens. 60 minutes from Motovideo. \$29.95

TOURING/ROAD RIDING
CRUISING

#(106A) 50 Years of Daytona

400,000 enthusiasts descended on Daytona for the 1991 50th anniversary of Bike Week. See the "Main Street" & Harley scene from the biggest year ever. 60 minutes produced by Panacom from Progressive Design. \$22.95

#(106C) Postcard from Daytona '96

A look at all the things away from the race tracks at Daytona Beach's Bike Week '96. It's just like being there, except for the rain...61 minutes from Duke Video USA. \$34.95

#(213) The Roads of Colorado

Actual footage of selected roads and points of interest throughout Colorado. This video makes an ideal tool for anyone planning a motorcycle trip through the Rockies. 90 minutes from L&M Productions. \$29.95

ROAD RACING

#(78A) 1989 Bike GP Compilation

A review of the '89 FIM GP Road Racing season worldwide, as Lawson leads fellow Americans Rainey and Schwantz to sweep 13 US wins in 15 rounds. From Powersports Video. \$39.95

#(78B) Rainey Days: 1990 GP Review

Follow Wayne Rainey's march to the title, from Suzuka to Phillip Island in this 105-minute blockbuster of an annual review. Probably the best Bike GP Review ever! From Motovideo. \$24.95

#(78C) '91 GP Review: Another Rainey Day

Wayne Rainey dominates the GP Series for his 2nd consecutive World Championship. Excellent summary coverage from each circuit. 105 minutes from GP Video. \$24.95

#(78D) 1992 GP Review

Wayne Rainey becomes the first rider since Kenny Roberts to win a third consecutive 500cc GP World Championship as he assumes the title again in this review of the 1992 500cc GP Series. 3 hours from Duke Video USA. \$49.95

#(78E) 1993 GP Review

A complete 3-hour video detailing the entire 1993 FIM 500cc Grand Prix Road Racing Series. Follow the triumph and heartbreak of the season with the top GP players including Mick Doohan's amazing comeback, Kocinski's triumphant return to the premiere 500 class, Wayne Rainey's triumph and tragedy, and the crowning of Kevin Schwantz for his first-ever World Championship. All 14 rounds are here - don't miss this great season review. 180 minutes from Duke Video USA. \$44.95

#(78F) 1994 500cc GP Review

3 hours of terrific 500cc GP action in a memorable season of tough, exciting and dramatic racing. All 14 rounds are covered with extensive camera footage filmed from the air, the track, and on-bike with the top riders. 180 minutes from Duke Video USA. \$49.95

#(78G) 1995 500cc GP Review

A battler from Brisbane becomes the most successful Australian rider of all time, a Texan hero bids a sad farewell to GP racing, a Superbike sensation from Georgia makes his 500 GP debut...see all the drama and outstanding performances in this official round-up of all 13 rounds of the '95 500cc GP season. 180 minutes from Duke Video USA. \$49.95

#(79F) 1994 125/250cc GP Review

Watch all the 1994 250cc GP highlights in 90 sensational minutes plus the best of the 125s in 30 minutes, all in one brilliant tape; 120 minutes from Duke Video USA. \$39.95

#(79G) 1995 125/250cc GP Review

2 hours of close-fought World Championship road racing featuring all the 250cc rounds and the best action from the 125's. Biaggi defends his crown against Harada & Waldmann while teenage star Aoki holds off Perugini, Sakata & the rest in the 125's. Includes plenty of on-bike camera footage. 120 minutes from Duke Video USA. \$34.95

#(9) U.S. Grand Prix 1988

Real Grand Prix road racing for the World Championship revives in America as Steady Eddie Lawson and Fast Jimmy Fiebe beat the best at Laguna Seca. From Powersports Video. \$33.95

#(81A) '90 Laguna Seca US Grand Prix

Rainey and Schwantz race clear of a crash-filled field featuring Lawson, Mamola, Gardner, Chili and Magee. 250cc action also included. 52 minutes from GP Video. \$33.95

#(81B) '91 Laguna Seca US Grand Prix

Different from the NBC/ESPN broadcasts, this video includes complete coverage & commentary of 500 & 250 classes, sidecars too. 52 minutes from GP Video. \$14.95

#(81D) '93 Laguna Seca US Grand Prix

John Kocinski raced the factory Cagiva to glory over Lucky Strike Suzuki's Alex Barros and Marlboro Roberts Yamaha's Luca Cadalora, confirming a straight flush of five American 500cc GP class winners at the California circuit. 55 minutes from Motovideo. \$14.95

#(407B) 1995 Laguna Seca WSB

Round #7 featuring two legs of WSB Series action as the Aussies rule, and the American homeboys impress at Laguna Seca. 55 minutes from Duke Video USA. \$24.95

#(41) Bike Experience

Race with Wayne Gardner as you crouch over the handlebars of a 200 mph Grand Prix Honda in actual race conditions! 60 minutes. From Powersports Video. \$34.95

#(94C) 1992 Isle of Man TT

Fabulous racing in fabulous weather, a host of lap and race records and all the best action on and off the track are captured in this full length video review of TT '92. 115 minutes from Duke Video USA. \$42.95

#(94D) 1993 Isle of Man TT

This action-packed video follows the champions of the Isle of Man on this 86th running of the TT. Unsurpassed race footage plus on-board cameras on bikes and sidecars put you in the hot seat! For the first time, we show on-screen RPM & speed data from one of the leading RVF Hondas. 100 minutes from Duke Video USA. \$42.95

#(94E) 1994 Isle of Man TT

"The 11th Milestone"-Hundreds of entries from 19 countries, thousands of fans gathering on the Isle of Man from all corners of the globe, record-breaking race action - you'll see it all in this long-version 120 minute tape from Duke Video USA. \$42.95

#(94F) 1995 Isle of Man TT

Record-breaking action from the road racing capital of the world on the official video of the Isle of Man TT. 72 minutes from Duke Video USA. \$34.95

#(94G) 1996 Isle of Man TT

Joey Dunlop dominates in this official long-version video of the venerable Isle of Man TT. Featuring fantastic on-bike camera action as the racers take you around the island. 151 minutes from Duke Video USA. \$42.95

#(93) Mad Sunday: The Fans' TT

Top class road racing might be one 'good reason' to visit the Isle of Man TT, but it sure isn't the only one. Even if you're never lucky enough to experience the fans' TT for real, it's all here: "everything else" you'll ever see besides the racing on the weekend of Mad Sunday. 60 minutes from Duke Video USA. \$34.95

#(76) Rainey's Year - The Inside Story

Triple World Champion Wayne Rainey recalls the challenges, memorable moments and dramas of his 1992 season. From pre-season testing to relaxing at his new California home after the final race, this video traces every stage of his difficult year. 75 minutes from Duke Video USA. \$34.95

#(103A) Kevin Schwantz - World Champion

The terrific Texan finally achieved his goal in '93 after a tough season of highs and lows. Follow Kevin's rise to the World Championship title, and go behind the scenes with the champ, his family and the Suzuki team for an in-depth look at what makes Kevin Schwantz tick. 60 minutes from Duke Video USA. \$29.95

#(103B) Schwantz: GP Year '94

A Grand Prix diary of the world's most exciting GP rider: The drama of this most heroic of all seasons is here, along with the lighter moments as Schwantz enjoys himself as a spectator at the Tour de France, hangs his leathers on the wall of the Hard Rock Cafe and woos the daughter of Argentina's president with a gift of 1,000 roses. 70 minutes from Duke Video USA. \$34.95

#(115) Cutting Edge Bikes

Join Mat Oxley as he tests the best of the '94 GP bikes, including Doohan's Honda NSR500, Biaggi's 250cc Aprilia, and Sakata's 125cc Aprilia. This video provides a behind the scenes look at the leading edge of motorcycle racing and development. 72 minutes from Duke Video USA. \$34.95

#(137) 1991 Daytona 200

Enjoy a race that lived up to its billing and provided a fitting 50th birthday celebration for the most famous event in American motorcycle racing history. 60 minutes from Motovideo. \$29.95

#(137A) 1992 Daytona 200

Enjoy the drama as Scott Russell and Doug Polen duel to a photo-finish in one of the most exciting Daytona finishes in history. 60 minutes from Duke Video USA. \$19.95

#(125) Hogs Wild!

A review of the 1992 U.S. Harley-Davidson TwinSports Championship as Scott Zampach and Mike Hale duel to the finish for the series title. 56 minutes from Duke Video USA. \$34.95

#(248) 1992 AMA Superbike Series Review

Follow the '92 AMA Superbike Series from start to finish as Doug Polen and Scott Russell force a Ducati vs. Kawasaki showdown for the title. 55 minutes from Duke Video USA. \$34.95

#(248A) 1994 AMA Superbike Series Review

Troy Corser, Jamie James, Colin Edwards, Fred Merkel and the rest fight to the finish line in this highlight video of the '94 U.S. Superbike Series. 40 minutes from Motovideo. \$24.95

#(248B) 1995 AMA Superbike Series Review

With all the familiar top names (Corser, Edwards and Russell) returning to the WSB wars after the first AMA round at Daytona, the Smokin' Joe's dynamic duo of Mike Hale and Miguel DuHamel stormed their way through the rest of America to return the U.S. Superbike Series title back to the Honda mantle. You'll see highlights from each round in this 47-minute show from Motovideo. \$24.95

#(400A) 1994 World Superbike Series Review

Follow the highlights of each round of the '94 WSB Series as Ducati's Carl Fogarty takes his Ducati down to the wire for the World Championship against defending champion Scott Russell after a season-long battle. 60 minutes from Motovideo. \$24.95

#(400B) 1995 World Superbike Series Review

In '95, Carl Fogarty went one better and rewarded his loyal British fans by storming through his second successful WSB Championship on the big Ducati 916. Highlights from all 12 rounds from Hockenheim to Phillip Island, highlighted by interviews with top riders, on-screen graphics, championship positions and behind the scenes footage. 180 minutes from Duke Video USA. \$39.95

#(16A) Fast Riding the Roberts Way

A unique and fascinating insight into the Kenny Roberts Training Camp in Barcelona, Spain. Watch the King in action again as he and Randy Mamola put the school's first pupils through their paces and shows you how to get the most out of your sport and road race bikes. 65 minutes from Duke Video USA. \$34.95

TRIALS

#(75) 1995 World Trials Review

Is there no stopping Jordi Tarres? Right from the start of the season the Spanish trials phenomenon continued the roll which had already brought him his record-breaking 6th world title. This comprehensive review of all 10 rounds features a superlative display of concentration, incredible agility and awe inspiring entertainment. 60 minutes from Duke Video USA. \$34.95

#(27) This is Motorcycle Trials

Top trials riders Steve Colley and Sammy Miller explain and demonstrate the art of trials riding, from basic principles to winning techniques. This video also covers the development of trials bikes and the sport over the last 40 years. 60 minutes from Duke Video USA. \$32.95

#(27A) This is Advanced Motorcycle Trials

Join top international trials competitor Steve

DIRT TRACK

(#182) Smooth Moves

A review of the 1990 Camel Pro Series Championship, as Scott Parker and Chris Carr dueled all year for the title. 60 minutes from Motovideo. \$34.95

VINTAGE

(#19) Barry Sheene - Champion

Barry Sheene was arguably Britain's most famous 2-wheeled star. Sheene combined great ability on a motorcycle with a strong cockney character to become Britain's first motorcycle TV personality. This video profiles his career and lifestyle, including his 500cc World Championships and 750cc World Championship. 65 minutes from Duke Video USA. \$29.95

(#20) Golden Mountain

1961 Isle of Man TT race features Mike Hailwood on the 250 Honda and the Manx Norton, and again in the 1963 Senior 500cc TT. Shows how the sport progressed in just two years. 52 minutes from Duke Video. \$32.95

(#43) TT Tribute

Featuring Mike the Bike Hailwood on the ill-handling 500 Honda-4 dicing with Giacomo Agostini on the MV in the 1967 Isle of Man TT - classic racing at its best. 69 minutes from Duke Video USA. \$34.95

(#118) Enduring Memories

Original narrated footage of classic enduro competitions, including the 1962 & 1964 Jack Pine Enduro, and the 1959 Greenhorn Enduro. This video illustrates how much the bikes changed the sport in just five years. 45 minutes from Motovideo. \$34.95

(#15) Mike Hailwood - Champion

Follow Hailwood's outstanding career from winning 3 TT's in 1961 at the age of 21, through 9 World Championship victories in the 60's with MV Agusta & Honda, to his amazing return to racing in the late 70's on Ducati, Yamaha & Suzuki machines. 60 min. from Duke Video USA. \$34.95

(#16) Kenny Roberts - Champion

This video traces Kenny Roberts' outstanding racing career from the American dirt tracks to his debut and eventual domination of GP road racing in Europe. Kenny discusses the high & low points of his GP career and talks about his new life running a GP team. 69 minutes from Duke Video USA. \$34.95

(#42) Classic Racer Experience

Join Team Obsolete's Dave Roper as they provide a rider's-eye view of racing their 1962 Matchless G50 during the '92 Manx Grand Prix around the Isle of Man TT circuit. 30 minutes from Duke Video USA. \$29.95

(#8) Castrol History of Motorcycle Racing

This 3-tape/volume collector's set traces the definitive history of motorcycle racing from its earliest roots in Europe to today. Volume 1: How It All Began & the TT; Volume 2: Birth of the Grand Prix & The Japanese Arrival; Volume 3: The Other Champions & Pressure, Money and the Need to Win; total 192 minutes from Duke Video USA. \$80.00

(#44) Multi-Cylinder Magic

One of the magical memories of motorcycle racing in the 60's and 70's is undoubtedly the throaty music of multi-cylinder machines - a sound rarely heard on Europe's racetracks in the Nineties. Join us for over an hour of colorful aural and visual nostalgia as we relive the special magic of multi-cylinder motorcycles - and the men who made them famous. 70 minutes from Duke Video USA. \$34.95

(#46) Daytona Classics '96

Witness the "Return of the Legends" in 1996 in action, on-bike and behind-the-scenes at Daytona Int'l. Speedway: Geoff Duke on the fully-faired Gilera 500-4; BMW's Battle of the Legends; Giacomo Agostini; MX legend Jeff Smith; BEARS racing; and more. 60 minutes from Duke Video USA. \$34.95

ENDURO & DUAL SPORT

(#28) Ride Like the Wind

Five different great off-road adventures: Follow Stephane Peterhansel as he wins some of the great motorcycle rally races worldwide, and join Yamaha's "Spirit of Adventure" riders on tours through Australia, Baja, and Utah. 93 minutes from Duke Video USA. \$34.95

(#77) 1989 International 6-Day Enduro

The 64th Annual ISDE from Walldum, West Germany. 60 minutes from Powersports Video. \$34.95

(#95) Paris To Dakar 1989

For 21 days, 241 bikes, cars and trucks raced and struggled to complete the formidable transcontinental "raid". See all the highlights from the ground and the helicopter cameras in this toughest race of all. 60 minutes. From Powersports Video. \$34.95

(#110C) 1993 Blackwater 100

This special extended-length Blackwater video brings you all the mud bogs, river crossings, and difficult mountainous terrain on the infamous Blackwater 100. Narrated by Larry Maier. 77 minutes from Motovideo. \$24.95

(#190) 1993 LA to Barstow to Vegas

Join over 400 riders in the biggest dual sport classic of the year. Enjoy this legendary trail ride on Thanksgiving weekend 1993 as they ride from Los Angeles (Colton), California on Saturday, and continue from Barstow to Las Vegas on Sunday. If you rode this event, you're probably on this video! 110 minutes from After Images Video. \$34.95

(#210A) 1994 Colorado 500

Join celebrities such as Malcom Smith & Wally Dallenbach for this famous 1000-mile trail ride through Colorado's small towns and Rocky Mountains in late summer '94. 90 minutes from L&M Productions. \$29.95

(#210B) 1995 Colorado 500

A review of some of the highlights of the first 20 years of the Colorado 500, along with a look at the 1995 ride, covering 800 miles of beautiful Rocky Mountain trail riding scenery. 90 minutes from L&M Productions. \$29.95

(#211) 1994 Cycle News Loretta Lynn DS Ride

Get in on the springtime fun at this round of the '94 AMA National Trail Ride Series at the scenic Loretta Lynn's Dude Ranch in Hurricane Mills, Tennessee. 60 minutes from Kern Video Productions. \$29.95

(#212) The Trails of Colorado MC Trail Guide

Highlights of 18 different trail systems throughout Colorado. Excellent primer for trail riding and dual sporting in the Colorado Rockies. 90 minutes from L&M Productions. \$29.95

VIDEO MAGAZINES

(#11) Rick Johnson - Profile of a Champion

By John Bradley Entertainment. 78 minutes all about your favorite "Bad Boy." From Motovideo. \$24.95

(#26) Dangerous Damon Huffman

Meet Damon Huffman at the crossroads of his career as he moves from Suzuki to Kawasaki, and see why he has been tagged as one of the most promising young racers to come through the ranks in years. You'll see Damon at Washougal for a private practice day, and interviews provide insight into this bright young star. 45 minutes from Motovideo. \$34.95

(#60B) MX-Posed: Volume #1 & #2

Volume #1 is 47 minutes, includes Project FMF RM125 hop-up, Damon Huffman profile, OpTak on-bike MX computer, a look inside Noleen Racing, and training tips from Jeff Spencer. Volume #2 is 47 minutes, profiles Rick Johnson, Damon Bradshaw, Steve Lamson, shows suspension set-up, and more. Both tapes from EPI (while supplies last), one low price \$14.95

(#70) Jeremy McGrath: Winning Can Be Fun!

Jeremy's positive lifestyle, combined with the love and encouragement of his family, exemplify what it takes to go after the checkered flag and be a winner...at the race track and in life. All-new footage filmed in 1995; 30 minutes from Musical Pictures Video. \$24.95

(#25) Coop: The Guy Cooper Story

The amazing saga of America's most infamous MX racing star. From his humble beginnings to his magnificent racing career, this show will take you on an emotional roller coaster. 45 minutes from Motovideo. \$34.95

(#57) Ride With Roeseler

It's a virtual-reality ride with Team Kawasaki's 10-time Baja 1000 winner Larry Roeseler! Join speedway legend Gene Woods and ESPN's Jerry Bernardo for a hilarious visit to the Roeseler home, then on to harass National Enduro Champion Ty Davis. Follow Larry Roeseler along on the trails he used to train to win 10 Baja 1000 events. Combine incredible scenery with great helmet-cam footage with an original music soundtrack for the best off-road riding video ever. 45 minutes from Motovideo. \$24.95

FREESTYLE & CRASHES

(#121) FLY

Check out this spring '96 release from Fox...featuring Fox stars Jeremy McGrath, Damon Bradshaw, Mike Metzger, Doug Henry, John Dowd, Kevin Windham, and Serge Guidetti, pulling off incredible aerial maneuvers at places like the Paris and Anaheim Supercrosses, Glamis Dunes, Secret Honda Test Tracks, White Sands, Ocotillo Wells and Gatorback. Music by Single Gun Theory, Eric B. & Rakim, Sprung Monkey, SNFU, NoFX, and Shelter. 35 minutes from Fox Video. \$29.95

(#29) The Ultimate Ride

Rider/driver eye views of a wide variety of action and high-risk sports: flying, bobsledding, TT racing on the Isle of Man, rally driving, free-fall parachuting, driving a Lamborghini Diablo, diesel truck racing, karting, hang gliding, power boating, trials riding, skiing, bungee jumping, rollercoasting, and motorcycle GP racing. Features hi-fi sound with "surround sound" effects. 62 minutes from Duke Video USA. \$29.95

(#63) Motocross Wipeout

Hundreds of gnarly crashes featuring slow-motion replays with a music video format. Footage from motocross and supercross events around the country. 60 minutes from Motovideo. \$24.95

(#66A) Crash and Burn III

The third in the series from Motovideo, featuring 30 minutes of crashes from Supercross, Enduro, and Motocross. \$24.95

(#147B) Mud, Sweat & Gears

Wall to wall action with flying mud, endos, loop-outs, and crashes. Footage from Ohio's Treaty City Peace Pipe Enduro shows it's a worthy successor to the gone-but-not-forgotten Blackwater 100. 60 minutes from Motovideo. \$24.95

(176A) Crash Impact II

Over 100 crashes & spectacular mishaps in a dozen categories of motorsports. 55 minutes from Powersports Video. \$24.95

(#179A) Bike Wars

The most memorable moments of mayhem including Harleys, Superbikes, Dirt Track, Isle of Man, Hillclimb, Blackwater, Pro MX and more. 60 minutes from Powersports Video. \$29.95

(#120) Terrafirma

The original big air freestyle Fox video featuring wild antics by Doug Henry, Ezra Lusk, Robbie Reynard, Ricky Carmichael, Travis Pastana, James Stewart, and the King of Rock n' Roll. Soundtrack by Pennywise, Alice in Chains, Lucy's Fur Coat, Future Sounds of London and Soundbox. 35 minutes from Fox Video. \$24.95

(#120A) Terrafirma2

Incredible footage of Jeremy McGrath, Doug Henry, Steve Lamson, Robbie Reynard, Mike Metzger, John Dowd, Ezra Lusk, Ricky Carmichael, Pedro Gonzalez, and the late Donny Schmit. Soundtrack by Mad Season, Face to Face, Corrosion, Pennywise, and Sprung Monkey. 45 minutes from Fox Video. \$29.95

(#62) WhatUp!

The new generation video from Full Throttle Production that brings out insane aerial maneuvers by featured riders Ty Davis, Jeff Emig, Damon Bradshaw, Mike Craig, Damon Huffman, Ryan Hughes, Kyle Lewis, Phil Lawrence, Marty Smith, Rich Taylor, Ray Sommo, Nathan Fletcher, and introducing "Turtle." Original soundtrack by Royal Crown Review, CruX, Voo Doo Glow Skulls, MXPX, No Fun At All, Malfunxion, Youth Brigade, NO FX, Pennywise, and Rancid. 30 minutes from Motovideo. \$29.95

(#178) Best of Havoc: 2

This Havoc tape brings together the most spectacular variety of motorsports mayhem from 1990 thru 1996. Includes unbelievable crashes & wipe-outs from motocross, truck racing, single-seater midgates racing, rally cars, GP motorcycles, rallycross autos, saloon cars. According to the producer, no racers were seriously hurt in the production of this video. 60 minutes from Duke Video USA. \$34.95

(#64) Fist Full of Throttle

Set to a high-energy music score, go to remote locations with legends Roger DeCoster, Jeff Ward, Rick Johnson, Bob Hannah and Jeremy McGrath. Filmed in over 20 locations throughout the USA. 24 minutes from Motovideo. \$24.95

(#10) Crusty Demons of Dirt

The original out-of-control freestyle video! Jam-packed with free riding, jumping, and aerial insanity all set to a hard rocking soundtrack. Includes one of the most talked-about video scenes ever: Seth Enslow's huge dune crash. Includes action with Jeff Emig, Jeremy McGrath, Ryan Hughes, Mike Metzger, Phil Lawrence, Larry Roeseler and more. (This is the "edited" version)...30 minutes. A Flesh Wound Film distributed by Fox Video. \$29.95

(#10A) Crusty Demons of Dirt: 2

This sequel is loaded with hardcore riding, jumping, and aerial insanity, all set to a skate/rock soundtrack. Watch these riders go off...Jeremy McGrath, Jeff Emig, Seth Enslow, Mike Metzger, Ryan Hughes, Joel Albrecht, Mike Healey and more. Locations include California, Oregon, South Africa, Namibia and Mexico. 40 minutes. A Flesh Wound Film distributed by Fox Video. \$29.95

(#120B) Terrafirma 3

Terrafirma is everything you'd expect in this series and MORE! More locations, riders and insanity! Filmed in France, Australia, Oregon, Utah, Maryland, Michigan, Tennessee, you'll see all the big names in motocross: Jeremy McGrath, Lamson, Metzger, Danny Ham, Dowd, Lee Hogan, Windham, Henry, Bradshaw, Ricky Carmichael. Over 30 minutes from Fox Video. \$29.95

(#122) Air Raid

The first and foremost ragin' hardcore footage in motocross, snowboard, wakeboard, BMX and surfing ever compiled in one video. Air Raid is a jam-packed assault of free riding, tube rides, jumping, crashing, and dogfights, with an awesome soundtrack. 35 minutes from Fox Video. \$29.95

(#58) Sick Air

Get sick with "Sick Air!" Follow moto-maniacs Brian Manley, Rich Taylor, Phil Lawrence and others in search of the ultimate motocross adventure. Hot new music from Purple Bosco, Razed in Black, Bracket is your backdrop to the sickest footage ever assembled on one video. 30 minutes from Motovideo. \$24.95

(#59) Get Off!

A high-energy compilation of all the best crashes from the Motovideo archives. Includes many never before seen "get-offs" that are truly incredible. Original killer soundtrack by Strung Out, Snuff, Wizo, Lag Wagon, and Bracket. 30 minutes from Motovideo. \$24.95

INSTRUCTIONAL AND TECHNICAL

(#13) Riding Motocross - Glover Style!

Six-time National MX Champ takes you to his secret tracks and shows you how to master the art. 60 minutes from Motovideo. \$24.95

(#21) Fundamentals of Off-Road Riding

Dick Burleson covers suspension setup and fundamental riding technique. 42 minutes from Thumper Racing. \$38.95

(#22) Advanced Techniques of Off-Road Riding

Dick Burleson explains advanced motorcycle setup and riding techniques for challenging terrain and obstacles. 26 minutes from Thumper Racing. \$33.95

(#23) Practical Tire Changing

Dick Burleson shows how to make short work of changing off-road motorcycle tires, both with tubes and the popular bib mouse insert. 23 minutes from Thumper Racing. \$23.95

(#30) Cartridge Fork Service & Tuning

Dirt Rider Magazine's tech editor Eric Gorr shows you how to do comprehensive service and tuning on Kayaba and Showa cartridge forks. Applicable to dirt and street bikes. Includes bonus 10-page manual. 95 minutes from Forward Motion Video. \$35.95

(#31) 2-Stroke Engine Design & Tuning

Dirt Rider magazine's Eric Gorr demonstrates how to use TSR computer programs to design cylinder porting, combustion chambers and pipes. Learn how to use porting tools and a lathe to machine engine parts. Includes bonus 30-page manual. 120 minutes from Forward Motion Video. \$45.95

(#32) Two-Stroke Engine Rebuilding

Eric Gorr demonstrates how to rebuild the lower end of 2-stroke dirt bike engines. Learn techniques for transmission diagnostics & repair, plus handy tips for installing crankshafts & bearings. Supplemental manual included. 75 minutes from Forward Motion Video. \$34.95

(#33) Rear Shock Service and Tuning

This video service manual by Eric Gorr is geared toward Kayaba and Showa single rear shocks used on many modern off-road and sport bikes. Learn everything from routine service to trouble-shooting and revalving. Supplemental manual features many helpful tech article reprints plus a guide to parts sources. 75 minutes from Forward Motion Video. \$34.95

(#34) 4-Stroke Performance Tuning & Maintenance

Eric Gorr demonstrates engine rebuilding and performance tuning for Japanese 4-cylinder 16-valve street bike engines. Highlights include computer-based tuning software, flow testing, and porting techniques. 160 minutes from Forward Motion Video. \$44.95

(#35) Gary Semics MX Techniques #1

Covers all the important techniques & shows how to practice them. Shows top pros using these techniques in race action. Slow motion and stop action make it easy to see and understand. 33 minutes from Gary Semics Video. \$32.95

(#36) Gary Semics MX Techniques #2

More advanced than "Tape #1," expands & describes in more detail all the important techniques & fundamentals. Also shows what it takes to reach the top. 65 minutes from Gary Semics Video. \$42.95

(#37) Gary Semics MX Techniques #3: Jumping & Whoops

Shows how to practice & master all aspects of jumping & whoops. Teaches approach speed, rear brake control, compression & rebound, clutch & throttle control, body movement, and foot placement. 40 minutes from Gary Semics Video. \$42.95

(#38) Gary Semics MX Techniques #4: The Difference Between Amateurs & Pros

Jeremy McGrath's personal trainer, Gary Semics, uses his new 4-step video process to teach you the not-always-obvious differences between the very best riders on the track - and everyone else. Featuring footage shot in early '96, you'll see where Jeremy and other top riders train during the winter. Whether you plan to make MX a fun hobby, or become a full-on pro, the main objective of this video is to make you a better rider. 60 minutes from Gary Semic Video. \$42.95

(#101) Mental Edge

Race Tech's Paul Thede explains why and how to condition your mind to become a faster off-road and motocross rider by "learning how to learn." 23 minutes from Race Tech. \$41.95

(#108) A Twist of the Wrist

The definitive road riding & racing instructional video by Keith Code of the California Superbike School. This video translates the book into 14 sections to make you visualize with crystal-clear understanding the art of pavement technique. 107 minutes from Motovideo. \$44.95

MOVIES

(#138) Easy Rider

This is the classic youth film of the 1960's which reflected the attitudes and longings of an entire generation. Two motorcyclists (Peter Fonda and Dennis Hopper) embark on a coast-to-coast odyssey in search of the real America. 94 minutes from Progressive Design. \$37.95

(#139) The Wild One

What's Johnny rebelling against? "What have you got," he sneers as an angry young Marlon Brando scorches the screen in this powerful '50s cult classic. 79 minutes from Progressive Design. \$37.95

(#140) On Any Sunday

Bruce Brown's classic 1971 film which covers virtually every form of motorcycle competition from the AMA's Grand National Tour to Motocross; Desert Racing to Ice Racing; the ISDT to the Widowmaker Hillclimb; the Bonneville Salt Flats to the Elnore Grand Prix - 90 minutes from KWB Marketing Group. \$44.95

(#181) Heavy Duty: 90 Years w/ H-D

An all-around look at the H-D mystique, from the 90th anniversary celebration in Milwaukee to Sturgis and Daytona; a look at the various big twin designs, a tour of the Milwaukee factory, custom built Harleys and racing, too...Harley drag racing, dirt track and road racing, including some spectacular crashes. 70 minutes from Duke Video USA. \$32.95

WHATS NEW?

- This is Motocross
- 1996 Sacramento AMA National Motocross
- 1996 Glen Helen AMA National Motocross
- 1996 Mt. Morris AMA National Motocross
- 1996 Budds Creek AMA National Motocross
- 1996 Southwick AMA National Motocross
- 1996 Buchanan AMA National Motocross
- 1996 Unadilla AMA National Motocross
- 1996 Troy AMA National Motocross
- 1996 Millville AMA National Motocross
- 1996 Washougal AMA National Motocross
- 1996 Binghamton AMA National Motocross
- 1996 Delmont AMA National Motocross
- Postcard from Daytona '96
- Trials Superstars
- 1995 NATC Trials Rounds
- 1996 NATC Trials/EI Trial de Espana
- 1996 NATC Trials/USA World Trials
- 1996 Wagner Cup / USA World Trials
- Daytona Classics '96 (The Legends Return)
- Best of Havoc: 2
- Fist Full of Throttle
- Crusty Demons of Dirt: 2
- Terrafirma 3
- Air Raid
- Sick Air
- Get Off!

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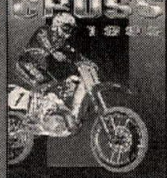
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CALENDAR

Calendar listings are a free service for Cycle News readers and race promoters. All information is the responsibility of the promoter. Calendar listings cannot be accepted over the phone; we must have a complete written calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

World Championship Road Race Series

4/13 Shah Alam, Malaysia, Rnd 1
4/20 Suzuka, Japan, Rnd 2
5/4 Jerez de la Frontera, Spain, Rnd 3
5/18 Mugello, Italy, Rnd 4
6/1 Osterrehring, Austria, Rnd 5
6/8 Paul Ricard, France, Rnd 6
6/28 Assen, Holland, Rnd 7
7/6 Imola, Italy, Rnd 8
7/20 Nurburgring, Germany, Rnd 9
8/3 TBA, Rnd 10
8/17 Donington Park, Great Britain, Rnd 11
8/31 Brno, Czech Republic, Rnd 12
9/14 Catalunya, Spain, Rnd 13
9/28 Sentul, Indonesia, Rnd 14
10/5 Phillip Island, Australia, Rnd 15

World Superbike Championship Series

3/23 Phillip Island, Australia, Rnd 1
4/20 Misano, Italy, Rnd 2
5/4 Donington Park, England, Rnd 3
6/8 Hockenheim, Germany, Rnd 4
6/22 Monza, Italy, Rnd 5
7/13 Laguna Seca, CA, Rnd 6
8/3 Brands Hatch, England, Rnd 7
8/17 Osterrehring, Austria, Rnd 8
8/31 Assen, Holland, Rnd 9
9/7 TBA, Rnd 10
9/21 Albacete, Spain, Rnd 11
10/5 Sugo, Japan, Rnd 12
10/12 Sentul, Indonesia, Rnd 13
TBA Shah Alam, Malaysia, Rnd 14

World Supersport Championship

4/20 Misano, Italy, Rnd 1
5/4 Donington, England, Rnd 2
6/8 Hockenheim, Germany, Rnd 3
7/22 Monza, Italy, Rnd 4
8/3 Brands Hatch, England, Rnd 5
8/17 Osterrehring, Austria, Rnd 6
8/31 Assen, Holland, Rnd 7
9/7 Oschersleben, Germany, Rnd 8
9/21 Albacete, Spain, Rnd 9
10/5 Sugo, Japan, Rnd 10
10/12 Sentul, Indonesia, Rnd 11

World Endurance Road Race Series

4/12-13 Le Mans, France, Rnd 1
7/12-13 Spa, Belgium, Rnd 2
7/27 Suzuka, Japan, Rnd 3
9/20-21 Bol d'Or, France, Rnd 4

World C'ship Trials Series

4/6 Spain, Rnd 1
4/13 Luxembourg, Rnd 2
5/18 Belgium, Rnd 3
5/25 San Marino/Italy, Rnd 4
6/22 France, Rnd 5
6/29 Italy, Rnd 6
7/13 Andorra, Rnd 7
7/27 United States, Rnd 8
8/31 Czech Republic, Rnd 9
9/7 Germany, Rnd 10

World Cup Indoor Trials Series

3/1 Andorra, Andorra, Rnd 6
3/8 Helsinki, Finland, Rnd 7
3/15 Paris/Bercy, France, Rnd 8
3/16 Madrid, Spain, Rnd 9
3/21 Monaco, Rnd 10

Motocross des Nations

9/14 Nismes, Belgium

Trials des Nations

9/28 England

Enduro World C'ship Series

4/5-6 Guadalajara, Spain, Rnd 1
4/12-13 Figueira da Foz, Portugal, Rnd 2
5/10-11 Semily, Czech Republic, Rnd 3
5/17-18 Puy-en-Velay, France, Rnd 4
6/7-8 Belo Horizonte, Brazil, Rnd 5
6/13-14 Belo Horizonte, Brazil, Rnd 6
7/19-20 Hassleholm, Sweden, Rnd 7
7/26-27 Riihimaki, Finland, Rnd 8

International Six Day Enduro/ISDE

8/19-24 Brescia, Italy

World C'ship 500cc MX Series

3/23 Lommel, Belgium, Rnd 1
4/6 Castiglione L., Italy, Rnd 2
4/20 Sittendorf, Austria, Rnd 3
4/27 Payerne, Switzerland, Rnd 4
6/1 Jinin, Czech Republic, Rnd 5
6/8 Halle, Netherlands, Rnd 6
6/29 Udevalla, Sweden, Rnd 7
7/6 Farleigh C., England, Rnd 8
7/20 Laguepie, France, Rnd 9
8/3 Namur, Belgium, Rnd 10
8/10 Bockholtz, Luxembourg, Rnd 11
8/24 Holzgerlingen, Germany, Rnd 12

World C'ship 250cc MX Series

3/16 Talavera, Spain, Rnd 1
3/23 Agueda, Portugal, Rnd 2
4/13 Valkenswaard, Netherlands, Rnd 3
4/20 Cingoli, Italy, Rnd 4
5/4 Brou, France, Rnd 5
5/11 Loket, Czech Republic, Rnd 6
5/25 Foxhill, England, Rnd 7
6/8 Borgo Mag, Italy, Rnd 8

World C'ship 125cc MX Series

3/23 Jogyakarta, Indonesia, Rnd 1
4/13 Pernes, France, Rnd 2
4/20 Bellpuig, Spain, Rnd 3
5/4 Schwanenstadt, Austria, Rnd 4
5/11 Maggiora, Italy, Rnd 5
5/25 Foxhill, England, Rnd 6
6/1 Orehova Vas, Slovenia, Rnd 7
6/22 Gerstetten, Germany, Rnd 8
7/13 Vantaa, Finland, Rnd 9
8/10 Velke Uherce, Slovakia, Rnd 10
8/17 Neeroeteren, Belgium, Rnd 11
8/31 Liep, Netherlands, Rnd 12

World Championship Speedway Qualifier Series

5/4 Ljubljana, Slovenia
5/4 Terenzano, Italy
5/4 Czeszochowa, Poland
5/19 Abensberg, Germany
6/7 Hyvinkaa, Finland
6/8 Pocking, Germany
6/8 St. Johann, Austria
7/27 Vastervik, Sweden
7/27 Lonigo, Italy

World C'ship Individual Speedway Grand Prix Series

5/17 Prague, Czech Republic, Rnd 1
6/14 Linkoping, Sweden, Rnd 2
7/5 Landshut, Germany, Rnd 3
8/9 Coventry, England, Rnd 4
8/30 Wroclaw, Poland, Rnd 5
9/20 Vojens, Denmark, Rnd 6
10/5 Neustadt, Austria, Rnd 7

World C'ship Team Speedway

6/21 Krsko, Slovenia
8/24 Debrecen, Hungary
9/14 Pila, Poland

UIM Aquabike Continental World Championship

5/11 Troia, Portugal
5/18 Malaga, Spain
6/8 Geneva, Switzerland
6/29-7/6 Gallipoli, Italy
8/20 Budapest, Hungary
Info 377/9205-7384

AMA Superbike National Championship

2/14-16 Phoenix, AZ, Rnd 1
3/5-9 Daytona Beach, FL, Rnd 2
4/18-20 Monterey, CA, Rnd 3
6/6-8 Elkhart Lake, WI, Rnd 4
6/13-15 Loudon, NH, Rnd 5
6/27-29 Brainerd, MN, Rnd 6
7/18-20 Lexington, OH, Rnd 7
8/15-17 Colorado Springs, CO, Rnd 8
8/29-31 Sonoma, CA, Rnd 9
10/3-5 Las Vegas, NV, Rnd 10

AMA Supercross Series

2/15 Indianapolis, IN, Rnd 5
2/22 Atlanta, GA, Rnd 6
3/8 Daytona, FL, Rnd 7
3/15 Minneapolis, MN, Rnd 8
3/22 Houston, TX, Rnd 9
3/29 Orlando, FL, Rnd 10
4/5 St. Louis, MO, Rnd 11
4/12 Pontiac, MI, Rnd 12
4/19 Charlotte, NC, Rnd 13
4/26 Dallas, TX, Rnd 14
5/17 Las Vegas, NV, Rnd 15

AMA National MX Series

3/2 Gainesville, FL, Rnd 1
5/4 Sacramento, CA, Rnd 2
5/11 San Bernardino, CA, Rnd 3
5/25 Mt. Morris, PA, Rnd 4
6/15 Budds Creek, MD, Rnd 5
6/22 Southwick, MA, Rnd 6
7/20 Buchanan, MI, Rnd 7
7/27 Troy, OH, Rnd 9
8/3 Millville, MN, Rnd 10
8/17 Washougal, WA, Rnd 11
8/24 Binghamton, NY, Rnd 12
8/31 Delmont, PA, Rnd 13

AMA Grand National Championship Series

3/8 Daytona Beach, FL, Rnd 1
5/3 Mineral Wells, WV, Rnd 2
5/17 Harrington, DE, Rnd 3
5/25 Springfield, IL, Rnd 4
5/31 LaSalle, IL, Rnd 5
6/14 Terre Haute, IN, Rnd 6
6/21 Sedalia, MO, Rnd 7
6/28 Lima, OH, Rnd 8
7/5 Lake Odessa, MI, Rnd 9
7/13 DuQuoin, IL, Rnd 10
7/19 Oklahoma City, OK, Rnd 11
7/26 Rossburg, OH, Rnd 12
8/3 Peoria, IL, Rnd 13
8/6 Rapid City, SD, Rnd 14

AMA National Championship Enduro Series

2/16 Coalinga, CA, Rnd 1
3/16 Greensboro, GA, Rnd 2
3/23 Calgary, TX, Rnd 3
4/20 Shelton, WA, Rnd 4
5/4 Wellston, OH, Rnd 5
6/29 Akeley, MN, Rnd 6
7/13 Drummond Island, MI, Rnd 7
7/20 Rand, CO, Rnd 8
10/26 Delaware City, DE, Rnd 9

AMA National Reliability Enduro Series

Eastern Region
5/17-18 New Waverly, TX, Rnd 2
5/24 McArthur, OH, Rnd 3

Western Region
4/26-27 Lakeport, CA, Rnd 1
5/31-6/1 Idaho City, ID, Rnd 2
6/7-8 Tillamook, OR, Rnd 3
6/21-22 Yamhill, OR, Final

AMA National Championship Hare & Hound Series

3/16 Murphy, ID, Rnd 2
4/12 Jericho, UT, Rnd 3
10/26 Lucerne Valley, CA, Rnd 4

AMA Missouri Hare Scrambles Championship

3/9 Park Hills, MO
3/23 Columbia, MO
4/20 Cole Camp, MO
4/27 Alton, MO
5/25 Canton, MO
6/8 Collins, MO
6/22 Steeleville, MO
6/29 Park Hills, MO
7/13 Tebbets, MO
7/27 Kahoka, MO
8/3 Lebanon, MO
8/17 Knob Noster, MO
9/7 Smithville, MO
9/14 Festus, MO
10/5 Park Hills, MO
Info 417/537-8406

AMA National Championship Hare Scrambles Series

2/23 Wilkesville, CA, Rnd 2
4/6 Hurricane Mills, TN, Rnd 3
4/13 Good Springs, PA, Rnd 4
7/27 Kahoka, MO, Rnd 5
9/7 Millfield, OH, Rnd 6
9/28 Henryetta, OK, Rnd 7
10/12 Lynnville, IN, Rnd 8

AMA Grand National Cross Country Series

3/3-4 Ocala, FL, Rnd 1
3/9 Atlanta, GA, Rnd 2
3/23 Cross Anchor, SC, Rnd 3
4/6 Hurricane Mills, TN, Rnd 4
4/20 Clarksburg, WV, Rnd 5
5/11 Brownsville, PA, Rnd 6
6/1 Boyers, PA, Rnd 7
6/15 Elizabeth, WV, Rnd 8
9/7 Millfield, OH, Rnd 9
9/21 Mount Morris, PA, Rnd 10
10/5 Crawfordsville, IN, Rnd 11
10/19 Lisbon, OH, Rnd 12
10/26 Alton, VA, Rnd 13
Info 304/284-0084

AMA/Maxima National Four Stroke MX Series

4/13 Phoenix, AZ
4/27 San Bernardino, CA
5/4 Sacramento, CA
5/11 San Bernardino, CA
6/1 Tyler, TX
7/6 Grand Junction, CO
7/20 Boise, ID
8/17 Washougal, WA
* Denotes those races run in conjunction with 125 & 250cc AMA Nationals
Info 916/365-1979

Evolution of Motocross Series

Western Region
4/6 Phoenix, AZ
5/3 Sacramento, CA
5/10 San Bernardino, CA
6/1 Tyler, TX
7/5 Grand Junction, CO
7/20 Boise, ID
8/16 Washougal, WA

Eastern Region
3/3 Reddick, FL
TBA Muddy Creek, TN
6/7 Delmont, PA
7/5 Binghamton, NY

8/31 Raceway Park, NJ
9/27 Hurricane Hills, PA
10/19 Red Bud, MI
Info 209/252-9053

AMA PJ1 National Arenacross Series

2/14-16 Cincinnati, OH, Rnd 23-24

2/21-23 Denver, CO, Rnd 25-26

Info 817/246-7400

AMA National Championship Hillclimb Series

5/18 Middlebury, IN, Rnd 1
6/1 Jefferson, PA, Rnd 2
6/8 Steel City, PA, Rnd 3
6/15 Avoca, NY, Rnd 4
7/20 Marquette, MI, Rnd 5
8/3 Jefferson, PA, Rnd 6
8/9 Haydenville, OH, Rnd 7
8/17 Dansville, NY, Rnd 8
9/14 Steel City, PA, Rnd 9
9/21 Middlebury, IN, Rnd 10
9/28 Jefferson, PA, Rnd 11
10/12 Oregonia, OH, Rnd 12

AMA/U.S. Eastern Pro-Am Motocross Spring Series

3/16 Dillwyn, VA
3/23 Danville, VA
4/13 Elizabeth City, NC
4/27 Sanford, NC
5/4 Reidsville, NC
5/18 Danville, VA
5/25 Elizabeth City, NC
6/1 Dillwyn, VA
6/1 Dillwyn, VA
Info 804/724-4392

AMA/Grand Championship Pro-Am Series

7/6 Reidsville, NC
7/13 Dillwyn, VA
7/20 Reidsville, NC
7/26 Danville, VA
7/27 Danville, VA
8/10 East Bend, NC
8/24 Danville, VA
9/20 Danville, VA
Info 804/724-4392

AMA/U.S. Eastern Pro-Am Motocross Fall Series

9/7 Dillwyn, VA
9/14 Elizabeth City, NC
9/20 Danville, VA
10/5 Dillwyn, VA
10/12 Elizabeth City, NC
10/19 Danville, VA
11/2 Dillwyn, VA
11/16 Danville, VA
Info 804/724-4392

AMA/Best of Georgia C'ship Motocross Series

3/16 Macon, GA
3/23 Bremen, GA
4/6 Macon, GA
4/20 Roberta, GA
5/26 Dalton, GA
9/7 Macon, GA
9/21 Bremen, GA
9/28 Roberta, GA
10/5 Dalton, GA
10/12 Macon, GA
Info 912/788-0413

AMA/Prostar Drag Racing Series

3/21-23 Gainesville, FL, Rnd 1
4/25-27 Commerce, GA, Rnd 2
6/21-22 Indianapolis, IN, Rnd 3
8/15-17 Atco, NY, Rnd 4
9/5-7 Columbus, OH, Rnd 5
11/13-16 Gainesville, FL, Rnd 6

IDBA Motorcycle Nationals

5/3-4 Oklahoma City, OK, Rnd 1
6/14-15 Norwalk, OH, Rnd 2
7/19-20 Columbus, OH, Rnd 3
8/9-10 Morocco, IN, Rnd 4
9/27-28 Greensboro, NC, Rnd 5
10/18-19 Memphis, TN, Rnd 6

AMA North Eastern Cross Country Series

4/13 Good Springs, PA
5/11 Jennerstown, PA
5/25 Loc TBA
6/8 Lowville, NY
7/6 Moravia, NY
7/13 S. Edmonsten, NY
8/3 Lowville, NY
8/31 Little Genesee, NY
9/7 Millfield, OH
9/21 TBA
10/12 S. Edmonsten, NY
11/2 Palmyra, NY
**AMA National H.S./GNCC
Info 800/335-3833

AMA Florida Flat Track Series

2/28 Savannah, GA (1/2 Mile)
3/1 Saint Augustine, FL (1/2 Mile)
3/2 Daytona Beach, FL (1/2 Mile)*
3/3 Daytona Beach, FL (Short Track)
3/3 Barberville, FL (1/2 Mile)
3/4 Tampa, FL (1/2 Mile)

3/6 Saint Augustine, FL (1/2 Mile)
3/7 Daytona Beach, FL (Short Track)
3/8 Daytona Beach, FL (Short Track)
* Double Header

AMA/District 36 Enduro Series

2/16 Clear Creek, CA
3/9 Clear Creek, CA
4/20 Navarro, CA
4/26 Cow Mountain, CA
5/3 Georgetown, CA
5/17 Foresthill, CA
5/17 Foresthill, CA
5/25 Eureka, CA
6/1 Omo Ranch, CA
6/8 Long Barn, CA
8/16 Donner Ski Ranch, CA
9/28 Hollister, CA
10/19 Stonyford, CA
10/26 Elkins Flat, CA
11/1 Upper Lake, CA
11/9 Stonyford, CA
11/16 Ballinger Canyon, CA
11/23 Stonyford, CA
11/29 Foresthill, CA
Info 408/281-3805

AMA Amateur/Youth National Dirt Track Championship

7/8 Indianapolis, IN
7/9 Indianapolis, IN
7/11 Indianapolis, IN
7/12 Indianapolis, IN
Info 219/486-7172

AMA/District 36 Amateur/Youth Dirt Track C'ship Series

4/5 Lodi, CA, Rnd 1,2
4/6 Lodi, CA, Rnd 3,4
4/12 Lodi, CA, Rnd 5,6
4/19 Lodi, CA, Rnd 7,8
4/26 Lodi, CA, Rnd 9
5/3 Lodi, CA, Rnd 10,11
5/10 Newman, CA, Rnd 12
5/17 Newman, CA, Rnd 13
5/31 Newman, CA, Rnd 14
6/7 Newman, CA, Rnd 15
6/14 Lodi, CA, Rnd 16,17
6/21 Lodi, CA, Rnd 18,19
6/28 Lodi, CA, Rnd 20,21
7/5 Lodi, CA, Rnd 22,23
7/12 Lodi, CA, Rnd 24,25
7/19 Lodi, CA, Rnd 26,27
7/26 Lodi, CA, Rnd 28,29
8/2 Newman, CA, Rnd 30
8/9 Newman, CA, Rnd 31
8/16 Lodi, CA, Rnd 32,33
8/23 Lodi, CA, Rnd 34,35
9/13 Lodi, CA, Rnd 36,37
9/20 Lodi, CA, Rnd 38,39
10/4 Lodi, CA, Rnd 40,41
10/11 Lodi, CA, Rnd 42,43
10/18 Lodi, CA, Rnd 44
10/19 Lodi, CA, Rnd 45
Info Lodi 209/368-7182/Newman
209/463-6224

AMA/District 36 Vintage Dirt Track Championship Series

4/5 Lodi, CA, Rnd 1,2
4/6 Lodi, CA, Rnd 3,4
4/12 Lodi, CA, Rnd 5,6
4/19 Lodi, CA, Rnd 7,8
4/26 Lodi, CA, Rnd 9
5/3 Lodi, CA, Rnd 10,11
5/10 Newman, CA, Rnd 12
5/17 Newman, CA, Rnd 13
5/31 Newman, CA, Rnd 14
6/7 Newman, CA, Rnd 15
6/14 Lodi, CA, Rnd 16,17
6/21 Lodi, CA, Rnd 18,19
6/28 Lodi, CA, Rnd 20,21
7/5 Lodi, CA, Rnd 22,23
7/12 Lodi, CA, Rnd 24,25
7/19 Lodi, CA, Rnd 26,27
8/2 Newman, CA, Rnd 30
8/9 Newman, CA, Rnd 31
8/16 Lodi, CA, Rnd 32,33
8/23 Lodi, CA, Rnd 34,35
9/13 Lodi, CA, Rnd 36,37
9/20 Lodi, CA, Rnd 38,39
10/4 Lodi, CA, Rnd 40,41
10/11 Lodi, CA, Rnd 42,43
10/18 Lodi, CA, Rnd 44
10/19 Lodi, CA, Rnd 45
Info Lodi 209/368-7182/Newman
209/463-6224

AMA Pirelli/KTM/Answer/MSR Mid-South Winter Hare Scrambles Series

2/23 Ashland City, TN, Rnd 4
3/2 Reelfoot, TN, Rnd 5
3/16 Bucksnort, TN, Rnd 6
3/23 Cadiz, KY, Rnd 7
Info 615/859-0873

AMA National Dual Sport Trail Ride Series

4/19-20 New Waverly, TX
5/3-4 Hurricane Mills, TN
5/17-18 Millfield, OH
5/31-6/1 Mill Hall, PA
6/7-8 St. Charles, MO

6/7-8 Lake Isabella, CA
6/7-8 Loudon, NH
6/21-22 Reno Valley, KY
7/6-11 Redding, CA
7/12-13 Brightwood, OR
7/19-20 Davis, WV to VA
7/27-8/1 Newberry, MI
8/23-24 Columbus, IN
9/6-7 Golden Pond, KY
9/10-13 Steamboat Springs, CO
9/13-14 Elizabeth, WV
9/27-28 Phoenix, AZ
10/4-5 St. George, UT
10/4-5 Mount Solon, VA
10/11-12 Angels Camp, CA
10/18-19 McArthur, OH
11/28-29 Los Angeles, CA

AMA/District 36 Cross Country Series

2/23 Wilseyville, CA, Rnd 3
3/2 Carnegie, CA, Rnd 4
3/9 Clear Creek, CA, Rnd 5
3/16 Reno, NV, Rnd 6
3/23 Cow Mountain, CA, Rnd 7
3/30 Fort Sage, CA, Rnd 8
4/6 Hollister Hill, CA, Rnd 9
4/13 Petaluma, CA, Rnd 10
4/26-27 Lakeport, CA, Rnd 11
5/10-11 Virginia City, NV, Rnd 12
5/17-18 Foresthill, CA, Rnd 13
9/21 Yerington, NV, Rnd 14
10/5 TBA, Rnd 15
11/2 Prairie City, CA, Rnd 16
11/16 Wilseyville, CA, Rnd 17
11/29 TBA, Rnd 18
Info 408/294-3438

AMA/District 37 Dual Sport Ride Series

2/16 San Luis Obispo, CA
3/2 Temecula, CA
3/16 San Bernardino, CA
3/22-23 State Line (I-15), NV
4/6 Big Bear Lake, CA
4/20 Newhall, CA
5/3-4 Gorman, CA
5/17-18 Ridgecrest, CA
6/7-8 Lake Isabella, CA*
6/22 Angeles NF, CA
7/6-11 Redding, CA*
7/12-13 Sequoia NF, CA
7/26-27 Mammoth Lakes, CA
8/9-10 Big Bear Lake, CA
8/23-24 Bass Lake, CA
9/14 Kernville, CA
9/20-21 Bishop, CA
9/28 Big Bear Lake, CA
10/4-5 Bishop, CA
10/12 Victorville, CA
10/19-25 Ridgecrest, CA
11/1-2 Death Valley, CA
11/16 Riverside, CA
11/28-29 LA-Barstow-Las Vegas*
12/28 Mojave, CA
*National Trail Ride Series Event
Info 818/249-2141 (3,1)

AMA/District 37 Big 6 Grand Prix Series

3/1-2 San Bernardino, CA, Rnd 2
4/5-6 Twentynine Palms, CA, Rnd 3
5/3-4 TBA, Rnd 4
10/4-5 TBA, Rnd 5
11/1-2 Gorman, CA, Rnd 6
Info 909/678-0419

ACMQ National Ice Series

2/15 Valcourt, Quebec, Rnd 5
3/2 St. Joseph Du Lac, Quebec, Rnd 6
Info 514/654-8193

AHRMA Historic Cup Series

2/28 Deland, FL, Rnd 1
3/3-4 Daytona Beach, FL, Rnd 2
4/26-27 Rosamond, CA, Rnd 3
5/3-4 Summit Point, WV, Rnd 4
5/31-6/1 Elkhart Lake, WI, Rnd 5
6/14-15 Grattan, MI, Rnd 6
7/12-13 Lexington, OH, Rnd 7
8/23-24 Sonoma, CA, Rnd 8
9/13 Steamboat Springs, CO, Rnd 9
10/4-5 Talladega, AL, Rnd 10
11/15-16 Faulkville, GA, Rnd 11
Info 715/842-9699

North American Sport Bike Series

2/26-3/2 Daytona Beach, FL, Rnd 1
3/14-16 Rosamond, CA, Rnd 2
5/30-6/1 Mosport, Canada, Rnd 3
6/20-22 Braselton, GA, Rnd 4
7/18-20 Portland, OR, Rnd 5
8/1-3 Elkhart Lake, WI, Rnd 6
8/29-31 Long Pond, PA, Rnd 7
10/3-6 Loudon, NH, Rnd 8
10/29-11/2 Daytona Beach, FL, Rnd 9

NASB/Formula USA Series

2/26-3/2 Daytona Beach, FL, Rnd 1
3/14-16 Rosamond, CA, Rnd 2
5/30-6/1 Mosport, Canada, Rnd 3
6/20-22 Braselton, GA, Rnd 4
7/18-20 Portland, OR, Rnd 5
8/1-3 Elkhart Lake, WI, Rnd 6
8/29-31 Long Pond, PA, Rnd 7
10/3-6 Loudon, NH, Rnd 8
10/29-11/2 Daytona Beach, FL, Rnd 9

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\$10,000 '97 Pro Purse **Freestyle Jump Contest** **Arco Arena**

**February 28
March 1&2
Sacramento, CA**

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Sportsman\$40
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FRIDAY \$60.00 per class	SATURDAY \$60.00 per class	SUNDAY \$40.00 per class	
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250 Pro	250 Pro	50 (4-6), (7-9) or mod	Old Timers (+40 years)
Quad Pro	Quad Pro	60 (0-8), (9-11)	Beginners
Good Times Suzuki Kawasaki (916) 344-2141 Roseville Cycles (916) 782-2171 Fairfield Kawasaki Yamaha (707) 429-1913 Kirkwood Ski Resort Palmer Snowboards			Juniors
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Open			

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AHRMA BIKE WEEK Legends!

The men who made history,
and the motorcycles that carried them to glory

After five years of excitement, Bike Week 1997 marks the finale of the BMW Battle of the Legends. Cheer on David Aldana, Mark Brelsford, Yvon Duhamel, Eddie Mulder, Gary Nixon, Reg Primmore, Roger Reiman, Jay Springsteen and Don Vesco. And meet Legends Emeritus Hugh Anderson, Geoff Duke, Walt Fulton Jr., Dick Klamfoth, Dick Mann, Bart Markel, Jody Nicholas and George Roeder.

▲ Legends races: March 3, 4 & 7, Daytona International Speedway.

▲ Legends appearances: Feb. 27-28, during classic racing at DeLand Airport; March 2, American Motorcycle Institute, 2-4 p.m.; and the final laps, March 9 before the Daytona 200.

▲ Great Men and Great Machines: Classics Days, March 3-4, features the Great Men and Great Machines parade, the Trackmaster Tribute and chances to see other great stars like many-times World Champions Giacomo Agostini and Phil Reed.



AHRMA
P.O. Box 882 ▲ Wausau, WI 54402-0882
Photo: Mark Mitchell Tel 715-842-9699 ▲ Fax 715-842-9545 ▲ Internet: www.ahрма.org



FMF Presents

21st Annual GNC INTERNATIONAL MOTOCROSS FINAL

MOSIER VALLEY DFW
DALLAS/FT. WORTH, TX

March
13,14,15,16, 1997

GNC MOTOCROSS

CLASSES:

Teeney Mini thru Over 40
(A Class for Everyone)

CONTINGENCIES:

\$50,800 Factory Contingencies
\$100,000 Support Contingencies

TROPHIES:

80", 1st-10th

SCHEDULE OF EVENTS:

Thursday, March 13:

- Nat'l Semi-Final Qualifier
- Organized Practice

Friday, Saturday, Sunday,
March 14,15,16:

- GNC FINAL, all classes

EXPERT PURSE:

5,000 + \$11,000 Factory Cash

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\$2.00 PER MINUTE. UNDER 18 GET PARENT'S PERMISSION

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NEW TRACK LAYOUT - Open for Practice

WEDNESDAYS 4:30-9:30pm
(Minis Only-Main Track)

THURSDAYS 4:30-9:30pm
(Motorcycles Only)

SATURDAYS 9am-2pm
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Pee Wee Track Always Open
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(909) 653-4042

A Rider For the Riders

Sun., Feb. 16 GFI Winter Series Round 5* Glen Helen
Kawasaki, Suzuki, and Yamaha Contingency
Sat., Feb. 22 GFI Saturday Practice Day (8am - 1pm) Perris
Sat., Mar. 1 GFI Saturday Practice (8am - 1pm) Perris



(209) 673-8080

GFI Racing North

Saturday, March 8
Open MX Practice - Prairie City, CA
Sunday, March 9
GFI Winter Series - Prairie City, CA

Hayward
#1 Kawasaki - Yamaha
Dealer In The Bay Area

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**TULARE
CYCLE PARK**
Tulare, CA Event Calendar

Saturday, February 22 Vintage T.T. (Open Traction)
Sunday, February 23 A.H.R.M.A. MX Series
Saturday, March 1 Open MX & Dirt Track Practice
Motorcycle & Quads - Class C Traction
Sunday, March 2 M.X. Race

All minors must be accompanied by a parent or a notarized legal guardian.

INFO (209) 685-0503

GLEN HELEN
CHECK DATES AND TIMES
FOR FEBRUARY
MX PRACTICE
CALL 24 HOURS FOR
RACE & PRACTICE INFO:
(909) 880-3090

Thursday, Feb. 13 MX Practice 8:00am till Dusk
Saturday, Feb. 15 MX Practice 8:00am till 1:00pm
Sunday, Feb. 16 GFI Motocross
Thursday, Feb. 20 MX Practice 8:00am till Dusk

3rd Annual Blockbuster Pavilion MX Series
March 23rd (Loretta Lynn area qualifier)

CCS/Championship Cup Road Racing Series

California Region

3/1-2 Las Vegas, NV
4/5-6 Buttonwillow, CA
5/3-4 Phoenix, AZ
5/31-6/1 Buttonwillow, CA
8/2-3 Buttonwillow, CA
9/6-7 Buttonwillow, CA
10/4-5 Buttonwillow, CA
11/29-30 Phoenix, AZ
12/6-7 Las Vegas, NV*

Florida Region

2/16 Homestead, FL
2/26-3/2 Daytona Beach, FL
3/23 West Palm Beach, FL
4/27 West Palm Beach, FL
5/26 West Palm Beach, FL
6/22 West Palm Beach, FL
7/6 Homestead, FL
7/27 West Palm Beach, FL
8/24 West Palm Beach, FL
9/13-14 Braselton, GA
9/28 West Palm Beach, FL
12/7 Homestead, FL*

Great Lakes Region

3/29-30 Topeka, KS
4/12-13 South Beloit, IL
4/26-27 Mount Meridian, IN
5/31-6/1 Grattan, MI
6/21-22 South Beloit, IL
7/5-6 Elkhart Lake, WI
8/1-3 Elkhart Lake, WI*
8/23-24 Brainerd, MN
9/6-7 Grattan, MI
9/20-21 South Beloit, IL*

Great Plains Region

3/29-30 Topeka, KS
4/12-13 South Beloit, IL
4/26-27 Mount Meridian, IN
5/10-11 South Beloit, IL
7/5-6 Elkhart Lake, WI
8/1-3 Elkhart Lake, WI*
8/16-17 Topeka, KS
8/23-24 Brainerd, MN
9/20-21 South Beloit, IL*

North East Region

4/19-20 Loudon, NH
5/3-4 Loudon, NH
5/24-25 Bridgehampton, NY
6/7-8 Loudon, NH
7/5-6 Bridgehampton, NY
7/19-20 Loudon, NH
8/23-24 Bridgehampton, NY
8/30-31 Bridgehampton, NY
9/6-7 Loudon, NH
10/3-5 Loudon, NH

Mid Atlantic Region

4/12-13 Bloomingdale, GA
5/24-25 Bloomingdale, GA
6/14-15 Summit Point, WV
6/21-22 Braselton, GA*
7/19-20 Summit Point, WV
8/16-17 Braselton, GA
8/28-31 Long Pond, PA*
9/13-14 Braselton, GA
10/4-5 Summit Point, WV*

Mid West Region

3/29-30 Topeka, KS
4/12-13 South Beloit, IL
4/26-27 Mount Meridian, IN
5/10-11 South Beloit, IL
5/31-6/1 Grattan, MI
6/21-22 South Beloit, IL
7/5-6 Elkhart Lake, WI
7/19-20 South Beloit, IL
8/1-3 Elkhart Lake, WI*
8/16-17 South Beloit, IL
8/23-24 Brainerd, MN
9/6-7 Grattan, MI
9/20-21 South Beloit, IL

South East Region

2/26-3/2 Daytona Beach, FL
4/12-13 Bloomingdale, GA
5/24-25 Bloomingdale, GA
6/21-22 Braselton, GA*
7/19-20 Bloomingdale, GA
8/16-17 Braselton, GA
8/30-31 Bloomingdale, GA
9/13-14 Braselton, GA*

South West Region

3/1-2 Las Vegas, NV
4/5-6 Buttonwillow, CA
5/3-4 Phoenix, AZ
8/2-3 Buttonwillow, CA
9/20-21 Las Vegas, NV
10/4-5 Buttonwillow, CA
11/29-30 Phoenix, AZ
12/6-7 Las Vegas, NV*

*Double Points Event
Info 704/684-4297

Northern California Mini Road Racing Championship Series

3/15-16 Sacramento, CA
4/19-20 Sacramento, CA*
5/17-18 Sacramento, CA
6/7-8 Sacramento, CA*
7/12-13 Sacramento, CA
8/2-3 Sacramento, CA
9/13-14 Sacramento, CA*

CALENDAR

Calendar listings are a free service for Cycle News readers and race promoters. All information is the responsibility of the promoter. Calendar listings cannot be accepted over the phone; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

10/4-5 Sacramento, CA

*Indicates Spring and Endurance Race

Event

Info 916/722-5517

AHRMA BMW Classic Cup Series

3/3-4 Daytona Beach, FL, Rnd 1
5/31-6/1 Elkhart Lake, WI, Rnd 2
7/12-13 Lexington, OH, Rnd 3
9/13 Steamboat Springs, CO, Rnd 4
Info 715/842-9699

AHRMA SOS/BOT/Sound of Thunder Series

2/28 Deland, FL, Rnd 1
3/3-4 Daytona Beach, FL, Rnd 2
4/26-27 Rosamond, CA, Rnd 3
5/3-4 Summit Point, WV, Rnd 4
5/31-6/1 Elkhart Lake, WI, Rnd 5
6/14-15 Grattan, MI, Rnd 6
7/12-13 Lexington, OH, Rnd 7
8/23-24 Sonoma, CA, Rnd 8
9/13-14 Steamboat Springs, CO, Rnd 9
10/4-5 Talladega, AL, Rnd 10
11/15-16 Faulkville, GA, Rnd 11
Info 715/842-9699

AHRMA/Speed & Sport Vintage MX Series

3/1 Ocala, FL, Rnd 1
3/8 Peoria, AZ, Rnd 2
4/20 Brentwood, CA, Rnd 3
4/26 Bremen, GA, Rnd 4
5/3-4 Casey, IL, Rnd 5
5/18 Perris, CA, Rnd 6
5/31 Elkhart Lake, WI, Rnd 7
6/7 New Berlin, NY, Rnd 8
6/14 Grattan, MI, Rnd 9
6/28 Peoria, IL, Rnd 10
7/5-6 Carlsbad, CA, Rnd 11
7/12 Lexington, OH, Rnd 12
7/26 Southwick, MI, Rnd 13
8/9 Mammoth Mtn. CA, Rnd 14
8/16 Linnville, OH, Rnd 15
9/12 Steamboat Springs, CO, Rnd 16
10/19 Hollister, CA, Rnd 17
Info 715/842-9699

AHRMA-Western Regional Motocross Series

2/23 Tulare, CA
4/6 Carlsbad, CA
5/4 Dixon, CA
6/22 Eugene, OR
8/10 Mammoth, CA
9/28 Fernley, NV
10/5 TBA
11/2 Tulare, CA
Info 408/663-4014

AHRMA Nor Cal MX Series

2/16 Sacramento, CA
4/20 Brentwood, CA
5/4 Dixon, CA
7/20 Carson City, NV
8/31 Monterey, CA
9/28 Fernley, NV
10/19 Hollister, CA
Info 702/265-4904

AHRMA So Cal MX Series

2/16 Valencia, CA
4/6 Carlsbad, CA
5/18 Perris, CA
6/28 Perris, CA
8/10 Mammoth, CA
10/5 TBA
Info 909/929-6772

AHRMA/Speed & Sport Vintage Trials Series

3/6 Ocala, FL, Rnd 2
3/9 Peoria, AZ, Rnd 3
4/13 Collins, MO, Rnd 4
4/19 Brentwood, CA, Rnd 5
6/1 Elkhart Lake, WI, Rnd 6
6/15 Grattan, MI, Rnd 7
6/29 Peoria, IL, Rnd 8
7/13 Lexington, OH, Rnd 9
8/24 Sonoma, CA, Rnd 10
9/11 Steamboat Springs, CO, Rnd 11
10/11 White City, IL, Rnd 12
10/18 Hollister, CA, Rnd 13
Info 715/842-9699

AHRMA-West Regional Trials Series

2/15 Patterson, CA
3/9 Phoenix, AZ
4/19 Brentwood, CA
7/4 Carlsbad, CA
8/16 Norden, CA
8/23 Sonoma, CA
9/27 La Porte, CA
10/18 Hollister, CA
10/25 Patterson, CA
11/22 Auburn, CA
Info 916/967-0262

AHRMA/Classic Bike Magazine Dirt Track Series

3/2 Daytona Beach, FL, Rnd 1
3/8 St. Augustine, FL, Rnd 2
5/17 Hanford, CA, Rnd 3
6/7 Budds Creek, MD, Rnd 4
6/29 Peoria, IL, Rnd 5
7/26 Weedsport, NY, Rnd 6

8/16 Linnville, OH, Rnd 7

9/10 Hayden, CO, Rnd 8

Info 715/842-9699

AHRMA Dixie Cup Road Race Series

2/28 Deland, FL, Rnd 1
3/3-4 Daytona Beach, FL, Rnd 2
10/4-5 Talladega, AL, Rnd 3
11/15-16 Faulkville, GA, Rnd 4
Info 715/842-9699

AHRMA Midwest Road Race Trophy

5/31-6/1 Elkhart Lake, WI
6/14-15 Grattan, MI
7/12-13 Lexington, OH
Info 715/842-9699

AHRMA Pacific Crown Road Race Series

4/26-27 Rosamond, CA
8/23-24 Sonoma, CA
Info 715/842-9699

AHRMA Vintage Motorcycle Days Road Race C'ships

7/12-13 Lexington, OH
8/23-24 Sonoma, CA
Info 715/842-9699

New York State Challenge Series

7/20 Batavia, NY, Rnd 1
7/27 Hunt, NY, Rnd 2
8/3 Palmyra, NY, Rnd 3
8/10 Silver Springs, NY, Rnd 4
8/17 Frozen Ocean, NY, Rnd 5
Info WNYSC 716/786-0236

La Playa Grand Prix MX Series

3/2 Rosarito, BC/Mexico, Rnd 1
5/18 Rosarito, BC/Mexico, Rnd 2
8/10 Rosarito, BC/Mexico, Rnd 3
10/5 Rosarito, BC/Mexico, Rnd 4
12/7 Rosarito, BC/Mexico, Rnd 5
Info 011/52-661-22525

ECEA C'ship Enduro Series

3/16 Greenbank, NJ
3/23 Indian Mills, NJ
4/6 Belleplain, NJ
4/20 Warren Grove, NJ
5/4 New Lisbon, NJ
5/11 Stanhope, NJ
5/25 New Philadelphia, PA
6/22 West Greenwich, RI
7/20 Blain, PA
7/27 Rawlings, MD
8/3 Middlebury Center, PA
8/17 Speedville, NY
8/24 Mauricetown, NJ
9/7 Shippensburg, PA
9/14 Brandonville, PA
9/21 New Lisbon, NJ
9/28 Webb Mills, NY
10/5 New Gretna, NJ
10/26 Delaware City, DE
Info 717/865-0601

ECEA Championship Hare Scrambles Series

4/13 Good Springs, PA
4/27 St. George, DE
5/18 Belleplain, NJ
6/8 Woodland Twp., NJ
7/6 Stanhope, NJ
8/10 Hobbie, PA
10/19 Budds Creek, MD
11/2 Warren Grove, NJ
11/9 Nauricetown, NJ
11/23 Greenbank, NJ
Info 717/865-0601

ECEA Dual Sport Series

6/15 Brandonville, PA
7/6 Belleplain, NJ
10/12 Indian Mills, NJ
10/19 New Philadelphia, PA
11/16 Greenbank, NJ
Info 717/865-0601

WERA National Endurance Series

4/12 Talladega, AL, Rnd 1
5/10 Braselton, GA, Rnd 2
5/24 Hallett, OK, Rnd 3
6/14 East St. Louis, IL, Rnd 4
6/28 Clermont, IN, Rnd 5
7/5 Grattan, MI, Rnd 6
8/2 Summit Point, WV, Rnd 7
9/6 Millington, TN, Rnd 8
9/20 College Station, TX, Rnd 9
10/10 Braselton, GA, Rnd 10

WERA National Challenge Series

4/11-13 Talladega, AL, Rnd 1
5/9-11 Braselton, GA, Rnd 2
5/23-25 Hallett, OK, Rnd 3
6/13-15 East St. Louis, IL, Rnd 4
6/26-29 Clermont, IN, Rnd 5
7/4-6 Grattan, MI, Rnd 6
8/1-3 Summit Point, WV, Rnd 7
9/5-7 Millington, TN, Rnd 8
9/19-21 College Station, TX, Rnd 9
10/8-12 Braselton, GA, Rnd 10
Info 770/924-8404

WERA Grand National Finals

10/9-13 Braselton, GA

WERA Vintage Series

2/28 Faulkville, GA, Rnd 1
3/9 College Station, TX, Rnd 2
3/22 Braselton, GA, Rnd 3
4/5 Indianapolis, IN, Rnd 4
4/6 Henderson, TX, Rnd 5
4/12 Summit Point, WV, Rnd 6
5/3 Grattan, MI, Rnd 7
5/3 Talladega, AL, Rnd 8
5/4 College Station, TX, Rnd 9
5/17 Mount Meridian, IN, Rnd 10
5/24 Garrettsville, OH, Rnd 11
5/31 Summit Point, WV, Rnd 12
6/7 Faulkville, GA, Rnd 13
6/7 Grattan, MI, Rnd 14
6/8 Henderson, TX, Rnd 15
7/6 College Station, TX, Rnd 16
7/19 South Haven, MI, Rnd 17
7/26 Garrettsville, OH, Rnd 18
7/26 Braselton, GA, Rnd 19
8/3 Henderson, TX, Rnd 20
8/9 Mount Meridian, IN, Rnd 21
8/23 Talladega, AL, Rnd 22
8/30 Garrettsville, OH, Rnd 23
8/31 Hallett, OK, Rnd 24
9/6 Summit Point, WV, Rnd 25
9/20 Faulkville, GA, Rnd 26

WERA Sportsman Series

North Central

4/5-6 Clermont, IN
4/19-20 South Haven, MI
5/3-4 Grattan, MI
5/17-18 Mount Meridian, IN
6/7-8 Grattan, MI
6/21-22 Mount Meridian, IN
6/26-29 Clermont, IN
7/19-20 South Haven, MI
8/9-10 Mount Meridian, IN
8/16-17 Fairmont, IL
9/27-28 Mount Meridian, IN

Northeast

3/22-23 Braselton, GA
4/12-13 Summit Point, WV
5/24-25 Garrettsville, OH
5/31-6/1 Summit Point, WV
6/7-8 Grattan, MI
6/26-29 Clermont, IN
7/19-20 South Haven, MI
7/26-27 Garrettsville, OH
8/30-31 Garrettsville, OH
9/6-7 Summit Point, WV

Mid-Central

2/22-23 Talladega, AL
3/22-23 Braselton, GA
5/17-18 Millington, TN
5/23-25 Hallett, OK
6/14-15 Talladega, AL
6/26-29 Clermont, IN
7/26-27 Braselton, GA
8/16-17 Fairmont, IL
8/30-31 Hallett, OK
9/5-7 Millington, TN
9/27-28 Mount Meridian, IN

South Central

3/8-9 College Station, TX
4/5-6 Henderson, TX
5/3-4 College Station, TX
5/23-25 Hallett, OK
6/7-8 Henderson, TX
6/26-29 Clermont, IN
7/5-6 College Station, TX
8/2-3 Henderson, TX
8/30-31 Hallett, OK
9/20-21 College Station, TX

Southeast

2/22-23 Talladega, AL
3/15-16 Faulkville, GA
3/22-23 Braselton, GA
5/3-4 Talladega, AL
5/17-18 Millington, TN
6/7-8 Faulkville, GA
6/14-15 Talladega, AL
6/26-29 Clermont, IN
7/26-27 Braselton, GA
8/9-10 Faulkville, GA
8/23-24 Talladega, AL
9/20-21 Faulkville, GA
Info 770/924-8404

Smoky Mountain Mini Road Race Series

3/16 Elgin, SC
4/13 Elgin, SC
5/4 Elgin, SC
6/8 Elgin, SC
7/6 Elgin, SC
9/7 Elgin, SC
10/12 Elgin, SC
11/2 Elgin, SC
*Endurance
Info 704/531-2797

Mid-Atlantic Vintage Trials Series

3/23 Union Bridge, MD
4/20 Forest Hill, MD
4/26 Williamsport, PA
5/3-4 Toronto, OH
6/21 Williamsport, PA
7/19 Lock Haven, PA

8/9 Toronto, OH
9/21 Middletown, PA
10/5 Toughkenamon, PA
Info 410/775-7209

KORR Hare Scrambles Championship Series

2/23 Hillsboro, KS
3/2 Arkansas City, KS
4/20 Arkansas City, KS
5/4 Sterling, KS
10/19 Arkansas City, KS
11/2 Sterling, KS
11/9 Marion, KS
11/16 Arkansas City, KS
12/7 Hillsboro, KS
Info 316/942-6527

KORR Motocross Championship Series

3/16 Sterling, KS
3/23 Marion, KS
4/6 Hillsboro, KS
4/27 Marion, KS
5/18 Arkansas City, KS
6/8 Hillsboro, KS
6/22 Marion, KS
7/13 Sterling, KS
7/26 Marion, KS
7/27 Hillsboro, KS
8/17 Sterling, KS
8/24 Hillsboro, KS
9/7 Marion, KS
9/14 Arkansas City, KS
9/21 Sterling, KS
10/12 Hillsboro, KS
10/27 Marion, KS
Info 316/942-6527

Yamaha Sunshine State MX Championship Series

3/9 Reddick, FL
3/23 Dania, FL
4/6 Orlando, FL
4/13 Dade City, FL
4/27 Ona, FL
5/4 Orlando, FL
5/11 Reddick, FL
5/18 Dade City, FL
5/25 Ona, FL
6/1 Orlando, FL
6/8 Reddick, FL (MDA Benefit)
6/15 Dade City, FL
7/6 Ona, FL
7/13 Orlando, FL
7/20 Reddick, FL
7/27 Dade City, FL
8/17 Ona, FL
8/24 Orlando, FL
8/31 Reddick, FL
9/7 Dade City, FL
9/14 Ona, FL
Info 407/333-2356

NMA World Mini Grand Prix

4/3-6 Las Vegas, NV
Info 310/868-8112

NMA Grand National MX Championships

7/29-8/2 Ponca City, OK
Info 310/868-8112

Branson USA MX Nationals

10/3-5 Branson, MO
Info 909/657-6782

MRAN Desert Series

2/22 St. George, UT, Rnd 2
3/9 Las Vegas, NV, Rnd 3
4/26-27 Panaca, NV, Rnd 4
5/24 Delta, UT, Rnd 5
6/7 Pioche, NV, Rnd 6
7/5-6 Caliente, NV, Rnd 7
8/10 Ely, NV, Rnd 8
8/30-31 Pioche, NV, Rnd 9
10/18-19 Logandale, UT, Rnd 10
11/1-2 Beatty, NV, Rnd 11
Info 702/437-6762

TCCRA/Cross Country Series

2/23 North Bryson, TX
3/9 Gholson, TX
3/23 Fort Worth, TX
4/6 Decatur, TX
4/20 Montague, TX
5/4 Hillsboro, TX
5/18 Montague, TX
6/1 Bowie, TX
6/15 Saint Jo, TX
6/29 Weatherford, TX
8/24 Montague, TX
9/7 Fort Hood, TX
9/21 Joplin, TX
10/5 Jacksboro, TX
10/19 Lake Murray, OK
11/2 Wellington, TX
Info 972/579-9161

Black Jack Enduro Circuit

3/2 Kirby, AR
3/16 St. Joe, TX
3/23 White Rock, AR
4/13 Hanna, OK
5/4 Mayflower, AR
5/18 Park Hills, MO

6/1 Chadwick, MO
9/21 Collins, MO
10/5 Stillwater, OK
11/2 Oklahoma City, OK
11/16 Muenster, TX
Info 918/445-0626

SRAC Motocross Series

2/16 Colorado Springs, CO
3/2 Colorado Springs, CO
3/9 Aurora, CO
3/16 Colorado Springs, CO
3/23 Cheyenne, WY
3/30 Pueblo, CO
4/6 Cheyenne, WY
4/12 Adams County, CO
4/20 Pueblo, CO
4/27 Cheyenne, WY
5/3 Grand Junction, CO
5/10 Greeley, CO
5/18 Colorado Springs, CO
5/25 Berthoud, CO
6/1 Pueblo, CO
6/8 Colorado Springs, CO
6/14 Pueblo, CO
6/22 Aurora, CO
6/29 Berthoud, CO
7/6 Grand Junction, CO
7/13 Aurora, CO
7/19 Colorado Springs, CO
7/27 Colorado Springs, CO
8/3 Cheyenne, WY
8/10 Pueblo, CO
8/17 Berthoud, CO
8/23 Grand Junction, CO
9/1 Pueblo, CO
9/6 TBA
9/14 Pueblo, CO
9/21 Berthoud, CO
9/28 Colorado Springs, CO
10/5 Colorado Springs, CO
10/11 TBA
10/12 TBA

CMRRA 50cc/125cc C'ship

Road Race Series

2/23 Perris, CA
3/30 Palomar, CA
4/27 Riverside, CA
6/1 Perris, CA
6/28-29 Rosamond, CA
7/27 Riverside, CA
8/24 Riverside, CA
9/28 Perris, CA
10/ TBA
11/23 Riverside, CA
12/7 Palomar, CA
Info 909/674-5357

Checked Flag Indoor MX

2/15 Casper, WY
Info 817/683-4742

AMA Gulf Coast Arenacross Series

4/18-20 Gulfport, MS
5/2-4 Covington, LA
5/16-18 Mobile, AL
6/13-15 Pascagoula, MS
6/27-29 Gulfport, MS
Info 601/255-8110

WSMC Road Race Series

2/15-16 Rosamond, CA, Rnd 2
3/15-16 Rosamond, CA, Rnd 3
4/19-20 Rosamond, CA, Rnd 4
5/17-18 Rosamond, CA, Rnd 5
6/14-15 Rosamond, CA, Rnd 6
7/19-20 Rosamond, CA, Rnd 7
8/16-17 Rosamond, CA, Rnd 8
9/20-21 Rosamond, CA, Rnd 9
10/18-19 Rosamond, CA, Rnd 10
11/15-16 Rosamond, CA, Rnd 11
12/20-21 Rosamond, CA, Rnd 12
Info 805/256-1234

AFM Road Race Series

3/9 Buttonwillow, CA
4/5-6 Sonoma, CA
4/20 Willows, CA
5/24-25 Sonoma, CA
6/28-29 Sonoma, CA
8/2-3 Sonoma, CA
9/6-7 Willows, CA
10/12 Buttonwillow, CA
Info 510/796-7005

MRA Road Racing Series

5/4 Mead, CO
5/18 Pueblo, CO
6/1 Mead, CO
6/15 Denver, CO
6/29 Denver, CO
7/13 Mead, CO
8/10 Pike's Peak, CO
8/24 Pueblo, CO
9/14 Steamboat Springs, CO
9/28 Mead, CO
Info 303/530-5678

GFI Winter Series

2/16 Glen Helen, CA, Rnd 5
2/23 Perris, CA, Rnd 6
Info 909/653-4042

1997 Daytona Antique & Classic MOTORCYCLE AUCTION and Vintage Bike Meet

March 5th thru 8th

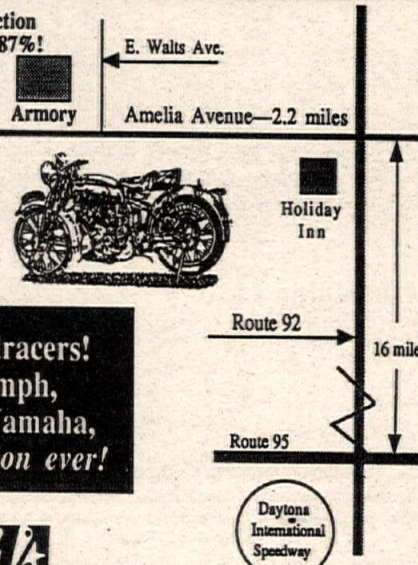
Auction at 2:00 p.m., Saturday, March 8th

During Bike Week at this Year's Temporary New Location in Historic DeLand

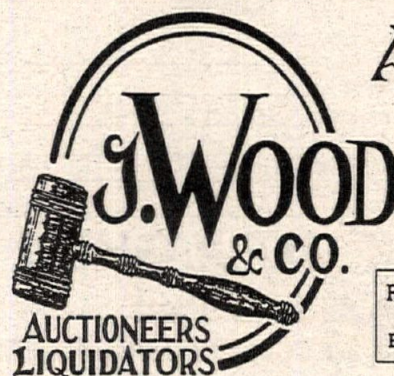
The National Guard Armory, Alabama Avenue, DeLand, Florida

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- Over 70% of the Motorcycles to be Sold Without Reserve!
- Garage Sale Auction Thursday, 2:00 p.m.
- Friday: Motorcycle Book Signing Featuring: Mick Duckworth, Lindsay Brooke, David Gaylin, and Ted Simon
- Antique & Classic Motorcycle Auction Saturday, Starting at 2:00 p.m.



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Directions to the National Guard Armory in DeLand: From the intersection of Routes 95 and 92 (near the Speedway) go West on Route 92 for 16 miles. Go left at the light just past the Holiday Inn on Amelia Avenue. Take Amelia 2.2 miles to the Armory at the intersection of East Wals Avenue.

Held In Conjunction with the AMA
More J. Wood & Company Auctions!
Be sure to attend Vintage Motorcycle Days 1997
July 11th—13th, Mid-Ohio Sports Car Track
Vintage Motorcycle Days West 1997
August 22nd—24th, Sears Point, California

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WISECO · YAMAHA · DUNLOP · ANSWER · BRAKING · ACERBIS · CARMATE · KLOTZ Grand National Cross Country Series

1997 SCHEDULE OF EVENTS			
March	3/4	Ocala Motorsports	Ocala, FL
	(W/T)	I-75 to Exit 71, Rt 326 E. 1/2 mi Rt 25A S.	
		Quads - Monday 12 pm / Bikes - Tuesday 1 pm	
		Sun.- Quad practice 3 pm/\$10 per rider plus race reg.	
		Mon.- Bike practice 3 pm/\$10 per rider plus race reg.	
		Tue.- Race 10 am: Sen B, Super Senior, 200 C, Open C.	
March	8/9	Road Atlanta	Atlanta, GA
		I-85 N. of Atlanta to Exit 49	
March	22/23	Big Buck	Cross Anchor, SC
		I-26 to Exit 44 to Hwy 49 E. 7 miles	
April (NHS)	5/6	Loretta Lynn Ranch	Hurricane Mills, TN
		I-40 W. of Nashville to Exit 143 to Rt 13 N.	
April (Y)	19/20	Wilderness	Clarksburg, WV
		I-79 to Exit 119 then 50 W. to Sycamore Road	
May (Y)	10/11	Brownsville Park	Brownsville, PA
		W. of Uniontown on Rt 40, Business Dist. Exit	
May/June (Y)	31/1	Boyers	Boyers, PA
		I-79 to I-80 E. to Rt 308 S.	
June (Y)	14/15	Starvation Point	Elizabeth, WV
		I-77 to Mineral Wells Exit, Rt 14 to Elizabeth	
Sept (NHS/Y)	6/7	Burr Oaks	Millfield, OH
		Rt 13 E. of Athens to Millfield	
Sept (Y)	20/21	High Point	Mt. Morris, PA
		I-79 to PA Exit 1, go E. 3 miles & follow signs	
Oct (Y)	4/5	Ironman	Crawfordsville, IN
		5 mi. S. of Crawfordsville off Rt 47	
Oct (Y)	18/19	Lisbon	Lisbon, OH
		5 mi. W. of Lisbon off Rt 30 (Trinity Church Rd)	
Oct (Y)	25/26	River Bottom	Danville, VA
		Rt 58 W. to Rt 119 S. 1 mile	

1st Annual VINTAGE DIRT TRACK RACES

Brought To You By

VOLUSIA COUNTY SPEEDWAY

V.D.T.R.A. (Point Races)

(Volusia County Speedway is 15 miles East of Daytona on State Route 40)



V.D.T.R.A. 3 Day Point Races

3 Big Days !!!

Admission - \$10

Tuesday, March 4th
Wednesday, March 5th
Thursday, March 6th

Free Camping !!!

ENTRY FEE - \$35 - Pro Vintage • \$25 - Amateur Vintage • Pit Pass - \$18
SIGN UP - 3:00 PM • PRACTICE - 4:00 PM • RACE - 7:30 PM

For More Information Call: Johnny Isaacs • (918) 836-6999

Tuesday, March 4th • 8:00 AM - 2:00 PM

Steve Morehead's "Track Time" Racing School
\$100 Fee. Please fill out application form and send with \$25 deposit to:

Steve Morehead's
Track Time School
5050 County Road 18
Findlay, Ohio 45840
(419) 427-2802



Steve Morehead's "Track Time" Racing School
Application

NAME _____
ADDRESS _____
CITY/STATE _____
PHONE () _____

FINISH CYCLE WEEK OFF RIGHT!!! OKLAWAHA ENDURO MARCH 9, 1997 OCALA NATIONAL FOREST

Presented By the Azalea City M.C. of Palatka, Florida

Registration & Tech Inspection

Saturday 3:00 to 6:00 pm
Sunday 7:00 to 8:30 am

Riders Meeting Sunday 8:30 am

Key Time 9:01 am

Motorcycle Inspection Requires Street
Legal Head & Tail Lights, Tag, Mirrors,
Horn and Spark Arrestor (92db). All
Motorcycles Will Be Inspected At Start Of
Enduro, Highways will Be Used Requiring
Strict Enforcement Of Inspection

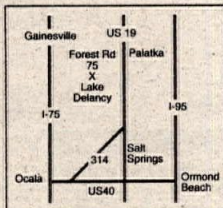
NO REFUND IF YOU FAIL INSPECTION!

Approximately 80 Miles Long, Ample Resets For C Riders.
Ride With Top Riders From All Over The U.S.

FTR CLASSES WILL BE RUN

Camping Available At Lake Delancy • Motels At Palatka & Ocala
Holiday Inn Palatka (904) 328-3481
Best Western Palatka (904) 325-7800

Call Gary Wyatt (904) 328-9747 or 684-2698
or DeWayne Brantley (904) 325-5538 (Nights)
Pre-Entry By 3/1/95, **\$25.00** Post Entry, **\$30.00**
FTR Team Entry \$1.00 Per Person Extra



Send Checks To:

Azalea City Motorcycle Club, Inc., P.O. Box 481, Hollister, FL 32147

Want to go racing!? Check the
Cycle News calendar section.

CRC 1997 California Race Schedule
100% PRO PAYBACK

Sunday, Feb. 16	Diamond Head - GP	L.A.C.R.
Sunday, Feb. 23	CRC/CMC - MX	L.A.C.R.
Sunday, March 2	MX	L.A.C.R.
Sunday, March 9	MX	L.A.C.R.

Saturday Practice - now til May 24 - 9:00 a.m. - 2:00 p.m.
Wednesday Nights - Starting April 16 - 4 p.m. to 9 p.m.
Friday Nights - Starting June 7 - 4 p.m. to 9 p.m.
CRC Info (805) 272-8889

U.S.A. Motorsports Presents
MOTOR SPECTACULAR
Featuring
PRO FLAT TRACK MOTORCYCLE RACES
Tucson, Arizona - March 7,8,9, 1997

First 10 Bikes to sign up get 1/2 off
of Sign Up & 1/2 off on Pit Passes
(Guaranteed Purse each day if 30 Bikes sign up)
For Further Details Call
(602) 996-9847 or (602) 996-3720 FAX

CALENDAR

Calendar listings are a free service for Cycle News readers and race promoters. All information is the responsibility of the promoter. Calendar listings cannot be accepted over the phone; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

Rocky Mountain Dual Sport Series

2/16 Grant, CO
6/28-29 Turquoise Lake, CO
7/18-20 Leadville, CO
8/7-9 Sturgis, SD
9/8-9 Encampment, WY
9/10-13 Steamboat Springs, CO
* National Trail Ride Series Event
Info 303/697-8382

Cycle News Appalachian Dual Sport Tour

5/3-4 Hurricane Mills, TN
5/17-18 Stewart, OH
6/21-22 Renfro Valley, KY
7/19-20 Davis, WV
9/27-28 Elizabeth, WV
Info 304/284-0084

Ride For Kids Charity Ride

3/16 San Bernardino, CA
4/27 Houston, TX
5/18 Torrance, CA
6/1 Atlanta, GA
6/15 St. Paul, MN
6/21 Asheville, NC
7/13 Oakbrook, IL
7/26 Marysville, OH
8/3 Harriman, NY
8/24 Ann Arbor, MI
9/7 Monroe, WA
9/14 Columbia, MD
9/28 Vallejo, CA

CMC Golden State MX Nationals

South
2/16 Victorville, CA, Rnd 4
2/23 Palmdale, CA, Rnd 5
TBA Brentwood, CA, Rnd 2
3/22-23 Gorman, CA, Final
North
2/16 Hollister, CA, Rnd 4
2/23 Sacramento, CA, Rnd 5
TBA Brentwood, CA, Rnd 2
3/22-23 Gorman, CA, Final
Pac-NW
2/16 Salem, OR, Rnd 4
TBA Brentwood, CA, Rnd 2
3/22-23 Gorman, CA, Final
Info 714/367-1141

FEBRUARY

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30	31					

*Denotes Payback

Fri, Feb 14

* OHIO INDOOR ARENACROSS - CRA/Faircross Promotions, Plus Quads, Summit County Fairgrounds, Akron. Info: 330/948-1478.

Feb 14-16

ARIZONA SUPERBIKE - AMA/Superbike Series, Phoenix International Raceway. Info: 614/891-2425.

OHIO ARENACROSS - PJ1 National AX Series - Mike Kidd Promotions, The Riverfront Coliseum, Cincinnati. Info: 817/246-7400.

* TENNESSEE ARENACROSS - AMA/Victory Sports, Walters State Expo Center, Morristown. Info: 423/323-5497.

Feb 15-16

CALIFORNIA ROAD RACING - Willow Springs Motorcycle Club, Round 2, Willow Springs International Raceway, Rosamond. Info: 805/256-1234.

Sat, Feb 15

CALIFORNIA MOTOCROSS - Motowest/CMC, Hollister Hills, Hollister. Info: 415/587-8678.

CALIFORNIA MOTOCROSS - Racing Enterprises Motorsports, Carlsbad Raceway, Carlsbad. Info: 619/484-1441.

* FLORIDA MOTOCROSS - Night Race, Pepsi Air Dania Motocross Park, Dania-Ft. Lauderdale. Info: 305/321-9422.

* FLORIDA MOTOCROSS - West Florida Motocross Park, Milton. Info: 904/623-6039.

GEORGIA MOTOCROSS - Thunder Creek Motocross, High Falls. Info: 912/994-6630.

* OHIO INDOOR MOTOCROSS - AMA/American Motorsports Inc., Marion County Fairgrounds Coliseum, Marion. Info: 614/596-2057.

* OHIO ARENACROSS - CRA/Faircross Promotions, Summit County Fairgrounds, Akron. Info: 330/948-1478.

* WYOMING INDOOR MOTOCROSS - Checkered Flag Productions, Casper Event Center, Casper. Info: 817/683-4742.

Sun, Feb 16

* ARIZONA MOTOCROSS - Prime Time Racing, Judds Raceway, Casa Grande. Info: 602/984-0404

* ARIZONA MOTOCROSS - Go Huge Racing Promotions, Ocotillo Raceway, Eloy. Info: 520/743-7122 or 743-7727.

* CALIFORNIA MOTOCROSS - GFI Racing, GFI Winter Series Round 5 MX, Glen Helen Raceway, San Bernardino. Info: 909/653-4042.

CALIFORNIA GRAND PRIX - CRC/Diamond Head Grand Prix, Los Angeles County Raceway, Palmdale. Info: 805/272-8889.

* CALIFORNIA MOTOCROSS - CMC/Motowest, Hollister Hills MX Track, Hollister. Info: 415/587-8678.

* CALIFORNIA MOTOCROSS - Cycleland Speedway, Chico. Info: 916/342-0063.

CALIFORNIA NATIONAL ENDURO - AMA/Salinas Ramblers MC, Salinas Ramblers Club Property, Coalinga. Info: 408/663-6087.

CALIFORNIA VINTAGE MOTOCROSS - A&J Promotions, AHRMA, AMA Round 1 of the AHRMA Nor-Cal Series, Prairie City SVRA, Rancho Cordova. Info: 510/829-9386.

CALIFORNIA MOTOCROSS - Over the Hill Gang Motocross, Hungry Valley, Gorman. Info: 818/339-5215.

CALIFORNIA VINTAGE MOTOCROSS - AHRMA/Lemon Grove Motocross Park, Piru. Info: 909/929-6772 or 805/521-0808.

* CALIFORNIA MARATHON - Tom Anderson's Sandhill Ranch, Brentwood. Info: 510/634-3328.

CALIFORNIA DUAL SPORT - AMA/District 37, Cal Poly Penguins, University Lot H-12, San Luis Obispo. Info: 805/544-9605.

FLORIDA MOTOCROSS - State Championship Series/Florida Trail Riders, North Florida Raceway, Info: 904/287-8600 or 904/845-2076.

* FLORIDA ROAD RACE - CCS/Homestead Motorsports Complex, Homestead. Info: 561/793-3394.

* MARYLAND MOTOCROSS - AMA/District 7&13, Budds Creek Motocross Park, Budds Creek. Info: 301/475-2000.

* MASSACHUSETTS ICE RACING - Hamilton Rod and Gun Club, GJM Promotions, New Boston Road, Sturbridge. Info: 508/943-9197.

MICHIGAN ICE RACE - AMA/District 14 Tri-City Competition, Shanty Days, Caseville. Info: 517/662-5599.

* NEVADA MOTOCROSS - Reno Over the Hill Gang, Spring Series Round 1, Fernley International Raceway, Fernley. Info: 702/867-2515.

* NEW YORK SNOW CROSS AND OVAL ICE RACES - Ice Race Promotions, The Colden Lakes Resort, Colden. Info: 716/825-8720.

* NEW YORK ICE RACES - AMA/Tri State Motorcycle Club, Lembo Lake Park, Modena. Info: 914/566-4956.

* NEW YORK SHORT TRACK ICE RACE - Finger Lakes Motorsports, AMA Sanctioned West, Honeoye Lake - California Ranch Boat Club, Honeoye. Info: 716/742-3124 or 716/924-9947.

* OHIO MOTOCROSS - AMA/American Motorsports Inc., Marion County Fairgrounds Coliseum, Marion. Info: 614/596-2057.

* OHIO INDOOR ARENACROSS - CRA/Faircross Promotions, Plus Quads, Summit County Fairgrounds, Akron. Info: 330/948-1478.

WASHINGTON POKER RUN - Jack Frost Poker Run, Northwest Motorcycle Association Poker Run Series/Skagit MC, Walker Valley, Mount Vernon. Info: 360/435-0402.

Feb 21-23

COLORADO ARENACROSS - PJ1 National AX Series, Mike Kidd Promotions, Denver Coliseum, Denver. Info: 817/246-7400.

PENNSYLVANIA ARENACROSS AND SHORT TRACK - AMA/19th Annual Motorama Indoor Races & Speed Show by Trailway, Pennsylvania Farm Show Complex, Harrisburg. Info: 717/359-7056 or 359-4310.

Fri, Feb 21

* OHIO INDOOR MOTOCROSS - AMA/American Motorsports Inc., Marion County Fairgrounds Coliseum, Marion. Info: 614/596-2057.

* OKLAHOMA INDOOR MOTOCROSS - Checkered Flag Productions, Hardy Murphy Coliseum, Ardmore. Info: 817/683-4742.

Feb 22-23

ILLINOIS 13TH ANNUAL SUPERSERIES BIKE SHOW/PARTS EXTRAVAGANA - J&P Promotions, McCormick Place South, Chicago. Info: 319/462-6011.

Sat, Feb 22

CALIFORNIA OPEN MOTOCROSS - Motowest, Hollister Hills, Hollister. Info: 415/587-8678.

CALIFORNIA MOTOCROSS - Racing Enterprises Motorsports, Carlsbad Raceway, Carlsbad. Info: 619/484-1441.

* FLORIDA MOTOCROSS - Night Race, Pepsi Air Dania Motocross Park, Dania-Fort Lauderdale. Info: 305/321-9422.

IOWA FLAT TRACK RACING - Jim White Promotions, Night Racing Indoors, Iowa State Fairgrounds, Des Moines. Info: 515/265-6439.

* OHIO INDOOR MOTOCROSS - AMA/American Motorsports Inc., Marion County Fairgrounds Coliseum, Marion. Info: 614/596-2057.

* OKLAHOMA INDOOR SHORT TRACK - Vintage Dirt Track Racers, AMA Pro-Am, Purcell Expo, Purcell. Info: 918/836-6999.

* OKLAHOMA INDOOR MOTOCROSS - Checkered Flag Productions, Hardy Murphy Coliseum, Ardmore. Info: 817/683-4742.

UTAH HARE & HOUND - USRA/MRAN Wizards MC, St. George. Info: 801/673-2444.

Sun, Feb 23

* ALASKA ICE RACE - Aurora Racing Inc., Klondike Inn, Big Lake. Info: 907/333-1760.

CALIFORNIA MOTOCROSS - CMC/Golden State Nationals, Sacramento Raceway, Sacramento. Info: 916/363-2645.

* CALIFORNIA MOTOCROSS - GFI Racing, GFI Winter Series North-South Showdown MX, Perris Raceway, Perris. Info: 909/653-4042.

CALIFORNIA TRIALS - San Diego Trials Riders, Tecate XIII, Corral Canyon. Info: 619/442-4395.

* CALIFORNIA MOTOCROSS - AHRMA/Motocross Series, Tulare Cycle Park, Tulare. Info: 209/685-0503.

CALIFORNIA GRAND PRIX - SRA Grand Prix, Carlsbad Raceway, San Marcos. Info: 714/957-2985.

CALIFORNIA MOTOCROSS - CRC/CMC Motocross, Los Angeles County Raceway, Palmdale. Info: 805/272-8889.

CALIFORNIA VET MOTOCROSS - Over the Hill Gang-Bay Area, Hollister Hills. Info: 408/323-1546.

CALIFORNIA NATIONAL HARE SCRAMBLES - AMA, Round 2, 2+2 Racing Team, Schaads Resort, Wilseyville. Info: 510/455-9353 or 510/889-6240.

CALIFORNIA DESERT RACE - Cycle Parts West March Madness Team Race, Plaster City East. Info: 619/427-5759.

* IOWA MINI ARENACROSS - Winter Dome Racing, Iowa State Fairgrounds, Des Moines. Info: 515/265-6439.

* MARYLAND MOTOCROSS & HARE SCRAMBLES - AMA/District 7&13, Budds Creek Motocross Park, Budds Creek. Info: 301/475-2000.

* MASSACHUSETTS ICE RACING - Hamilton Rod and Gun Club, GJM Promotions, New Boston Road, Sturbridge. Info: 508/943-9197.

NEW YORK MUD AND SNOW SCRAMBLES - AMA Square Deal Riders MC, SDR Raceway, Harpursville. Info: 607/693-3215 or 693-2634.

* NEW YORK SNOW CROSS AND OVAL ICE RACES - Ice Race Promotions, The Colden Lakes Resort, Colden. Info: 716/825-8720.

* NEW YORK SHORT TRACK ICE RACE - Finger Lakes Motorsports, AMA Sanctioned West, Honeoye Lake - California Ranch Boat Club, Honeoye. Info: 716/742-3124 or 716/924-9947.

* NORTH CAROLINA MOTOCROSS - 14th Annual Carolina Winter Series, Dirtworld Promotions and American Motocross Circuit, Montrose Motocross Park, Raeford. Info: 919/554-4467.

* OHIO INDOOR MOTOCROSS - AMA/American Motorsports Inc., Marion County Fairgrounds Coliseum, Marion. Info: 614/596-2057.

* TENNESSEE HARE SCRAMBLES - Mid South Winter Hare Scrambles Series, Ashland City. Info: 615/859-0873.

TENNESSEE HARE SCRAMBLES - Victory Sports, Millers Mountain, Bluff City. Info: 423/323-5497.

* TEXAS HALF MILE - VDOTA/Scotty Adams Racing, Devils Bowl Speedway, Mesquite. Info: 405/789-6045 or 972/222-2421.

WASHINGTON HARE SCRAMBLES - Filthy Pup Hare Scrambles, Northwest Motorcycle Association Offroad Series/Mount Baker MC, Hamilton. Info: 360/856-1345.

Fri, Feb 28

* CALIFORNIA ARENACROSS - On Trac Events Arco Arenacross, Arco Arena, Sacramento. Info: 702/267-4392.

* TEXAS MOTOCROSS - Checkered Flag Productions, LIFE Arena, Laredo. Info: 817/683-4742.

Mar 1-2

* CALIFORNIA ARENACROSS - On Trac Events Arco Arenacross, Arco Arena, Sacramento. Info: 702/267-4392.

Sat, Mar 1

CALIFORNIA MOTOCROSS - Racing Enterprises Motorsports, Carlsbad Raceway, Carlsbad. Info: 619/484-1441.

FLORIDA TRIALS - Florida Trials Association, Fun In The Sun, All Clubs, Grand Canyon Park. Info: 407/292-2031.

* FLORIDA MOTOCROSS - Night Race, Pepsi Air Dania Motocross Park, Dania-Ft. Lauderdale. Info: 305/321-9422.

GEORGIA MOTOCROSS - Thunder Creek Motocross, High Falls. Info: 912/994-6630.

* TEXAS MOTOCROSS - Checkered Flag Productions, LIFE Arena, Laredo. Info: 8-17/683-3935.

Sun, Mar 2

* CALIFORNIA MOTOCROSS - Tulare Cycle Park, Tulare. Info: 209/685-0503.

CALIFORNIA MOTOCROSS - CRC/Motocross, LA County Raceway, Palmdale. Info: 805/272-8889.

CALIFORNIA MOTOCROSS - Over the Hill Gang Motocross, Starwest, Moreno Valley. Info: 818/339-5215.

FLORIDA TRIALS - Florida Trials Association, Fun In The Sun, All Clubs, Grand Canyon Park. Info: 407/292-2031.

* KENTUCKY MOTOCROSS - AMA/Thorobred Series, Bluegrass Sports, Bluegrass Motocross Park, Clay City. Info: 606/744-5916.

* MEXICO MOTOCROSS - Too Much Fun Promotions/La Playa Grand Prix Series, Cantamar, Rosarito, Baja California. Info: 011/52-661-22525.

MICHIGAN ICE RACING - AMA/District 14, Morelands, Stanton. Info: 517/235-6631.

* OHIO MOTOCROSS - AMA/American Motorsports Inc., Vinton Motocross Park, McArthur. Info: 614/596-2057.

SOUTH CAROLINA SANDLAPPER ENDURO - SETRA/Round 11, Pelion. Info: 803/786-2010.

TENNESSEE MOTOCROSS - TNT Motocross Park, Milan. Info: 901/987-3029 or 987-9633.

* TEXAS HARE SCRAMBLES - AMA/Texas State Championship Series, Trail Riders of Houston, JB Ranch, Montgomery. Info: 713/910-3131 or 281/910-3131.

Mon, Mar 3

FLORIDA GRAND NATIONAL CROSS COUNTRY - ATV Only, Racer Productions Inc., Ocala Motorsports, Ocala. Info: 304/284-0084.

Tues, Mar 4

FLORIDA GNCC - Bike Only, Racer Productions Inc., Ocala Motorsports, Ocala. Info: 304/284-0084.

Mar 5-9

FLORIDA SUPERBIKE - AMA/Superbike Series, Daytona International Speedway. Info: 614/891-2425.

Thurs, Mar 6

FLORIDA ENDURO - SETRA/Round 12, Daytona. Info: 904/238-6055.

Fri, Mar 7

FLORIDA RIDE-IN BIKE SHOW - Boardwalk Association, Held during Bike Week, Daytona Beach. Info: 319/462-6011.

* MISSOURI INDOOR MOTOCROSS - Checkered Flag Productions, Show Me Center, Cape Girardeau. Info: 817/683-4742.

Sat, Mar 8

CALIFORNIA MOTOCROSS - Racing Enterprises Motorsports, Carlsbad Raceway, Carlsbad. Info: 619/484-1441.

* FLORIDA MOTOCROSS - Night Race, Pepsi Air Dania Motocross Park, Dania-Ft. Lauderdale. Info: 305/321-9422.

GEORGIA GRAND NATIONAL CROSS COUNTRY - Racer Productions Inc., Road Atlanta, Atlanta. Info: 304/284-0084.

* MISSOURI INDOOR MOTOCROSS - Checkered Flag Productions, Show Me Center, Cape Girardeau. Info: 817/683-4742.

Sun, Mar 9

CALIFORNIA ALL-BRAND MOTORCYCLE SWAP MEET AND USED BIKES CORRAL - The Shop, Ventura County Fairgrounds. Info: 805/650-6777.

CALIFORNIA MOTOCROSS - CRC/Motocross, LA County Raceway, Palmdale. Info: 805/272-8889.

CALIFORNIA MOTOCROSS - CMA/GFI Winter Series, Prairie City, Sacramento. Info: 209/673-8080.

FLORIDA ENDURO - FTR/SETRA, Azalea City M.C. Club, Ocala National Forest, Round 5. Info: 904/645-1815.

GEORGIA CROSS COUNTRY - GNCC, Racer Productions Inc., Road Atlanta, Atlanta. Info: 304/284-0084.

IOWA PARTS SHOW - Hawkeye Downs Fairgrounds, Cedar Rapids. Info: 319/462-6011.

* NEVADA MOTOCROSS - Nevada Old Timers, Spring Series Round 2, Fernley International Raceway, Fernley. Info: 702/867-2515.

* NORTH CAROLINA MOTOCROSS - 14th Annual Carolina Winter Series, Dirtworld Promotions and American Motocross Circuit, Montrose Motocross Park, Raeford. Info: 919/554-4467.

* NORTH CAROLINA MOTOCROSS - Devils Ridge Motocross, AMA/District 29, Sanford. Info: 919/776-1767.

* OHIO MOTOCROSS - AMA/American Motorsports Inc., Vinton Motocross Park, McArthur. Info: 614/596-2057.

OHIO HARE SCRAMBLES - Sunset Ramblers, Motorcycle Club of Galion. Info: 419/562-6931.

Mar 13-16

* TEXAS MOTOCROSS - GNC/Motocross Finals, Mosier Valley USA, Euless. Info: 214/351-9900.

Mar 14-15

* MISSISSIPPI ARENACROSS - \$4000 Spring Break Arenacross, North Mississippi Motocross Association, Lee County Agricultural Center, Tupelo. Info: 601/844-8648.

Mar 14

CALIFORNIA INDOOR MOTORCYCLE SWAPMEET - Intershows Motorcycle Swapmeet, Orange County Fairgrounds, Costa Mesa. Info: 714/364-2542.

Mar 15-16

CALIFORNIA ROAD RACING - Willow Springs Motorcycle Club, Round 3, Willow Springs International Raceway, Rosamond. Info: 805/256-1234.

CALIFORNIA MOTOCROSS - Over the Hill Gang National Motocross, Los Angeles County Raceway, Palmdale. Info: 818/339-5215.

CYCLE NEWS

CN Ballcaps



Cover up that helmet hair with the new Cycle News "CN Baseball Hat." Available in three styles and color combinations, each hat features the new "CN" design embroidered on the front of the high-quality felt top, and the arched "Cycle News" logo embroidered on the back over the adjustable headband. Order your CN Ballcap today!

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- Grey top
- Black canvas bill
- Red "CN" logo
- "Collegiate" style



- White top
- Black suede bill
- Red "CN" logo
- Low "Surfer" style



- Grey top
- Red canvas bill
- White "CN" logo
- "Collegiate" style



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FREE CALENDAR LISTINGS

Calendar listings are a free service. Type or legibly print all the information asked for below and mail to Cycle News Calendar, P.O. Box 498, Long Beach, CA 90801-0498. Calendar listings cannot be accepted over the phone; we must have a complete Calendar listing form. Listings must be received by the close of business on Wednesday for publication in the following week's issue.

Event date: _____

Type of event: _____ Pro Payback: ☐ Yes ☐ No

Event sanction/promoter/sponsoring club: _____

Location of event: _____

City/Town: _____ State: _____

Phone Number (with area code): (_____) _____

Your name: _____

SURE -

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Cycle News."***

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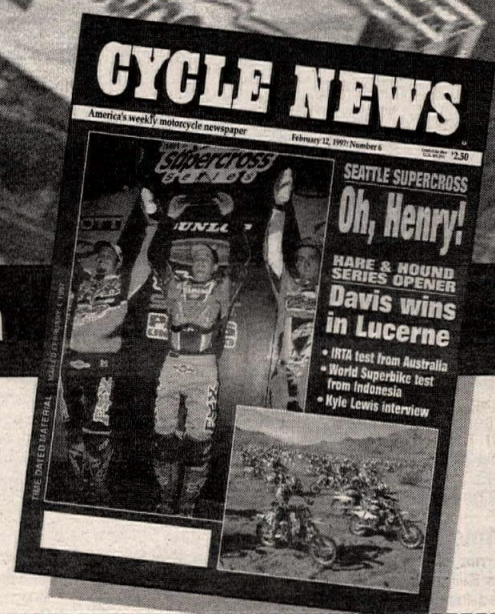
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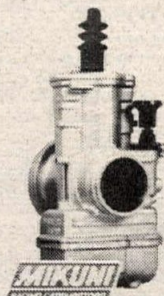
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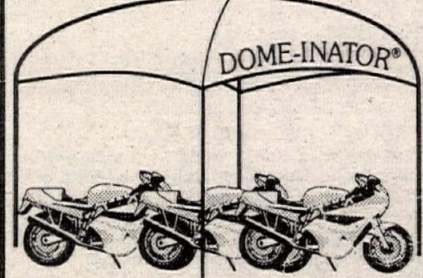
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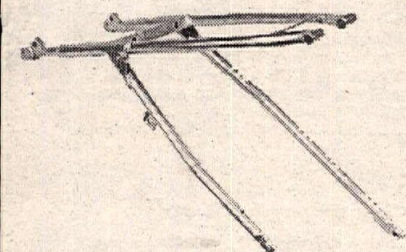
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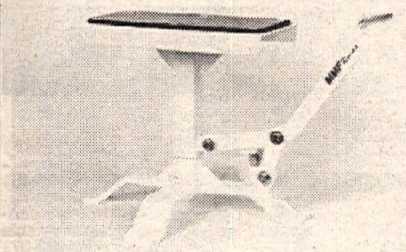
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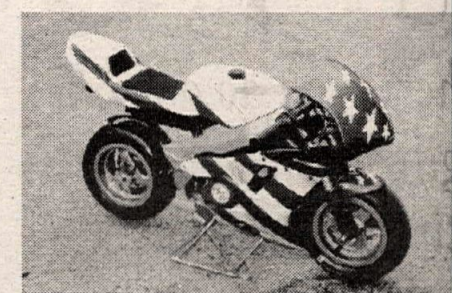
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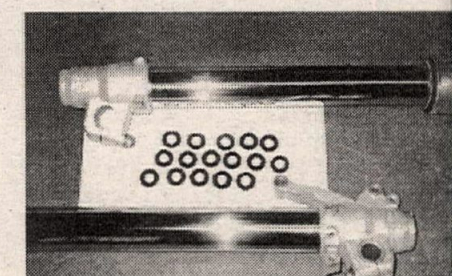
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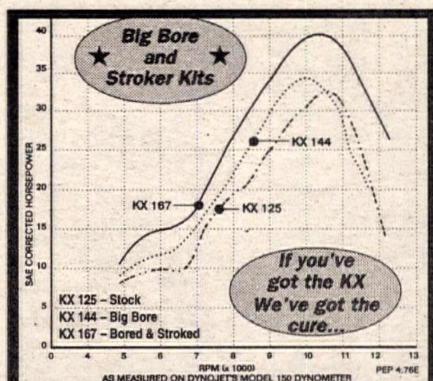
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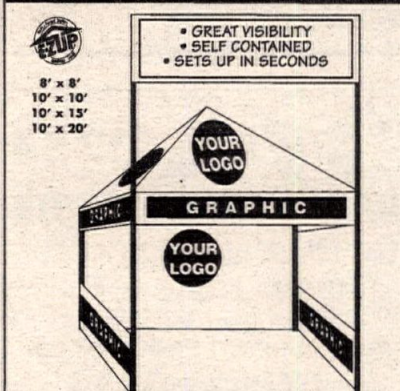


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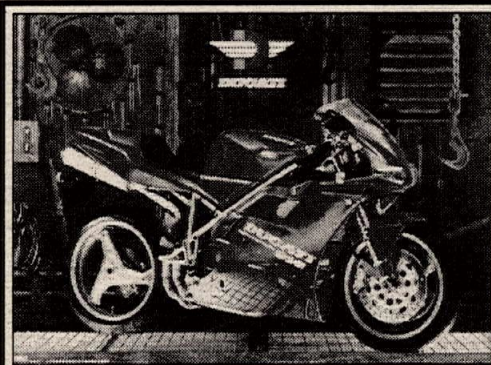
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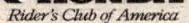
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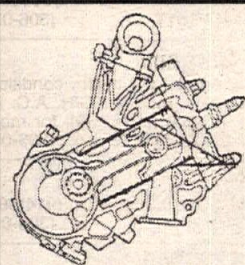
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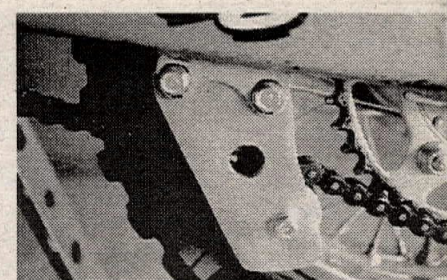
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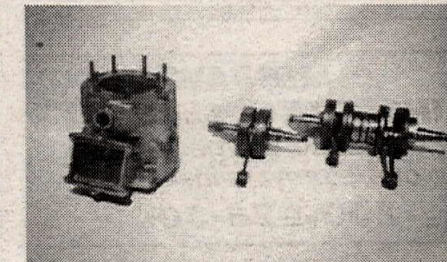
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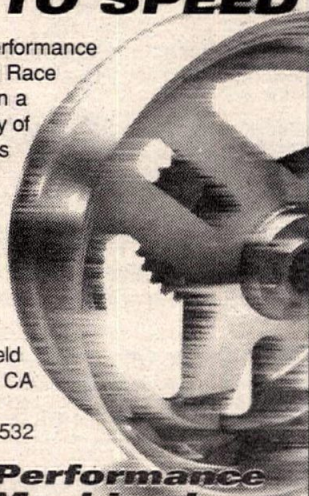
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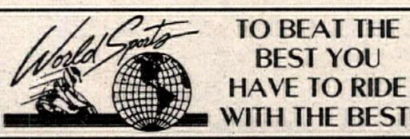
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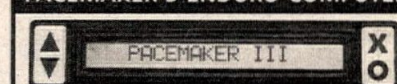
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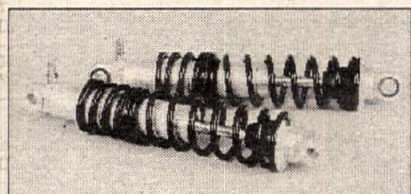
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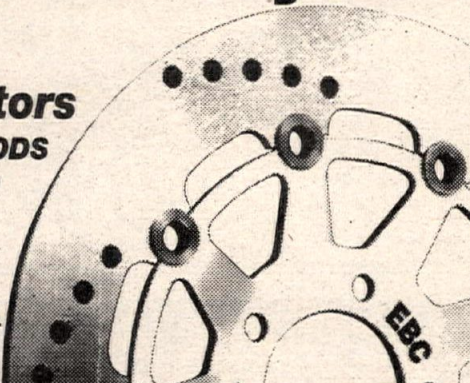
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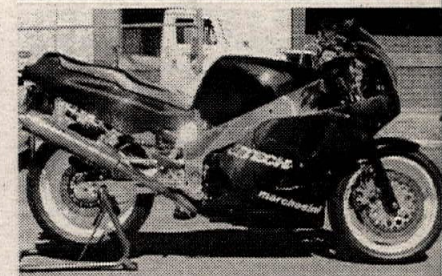
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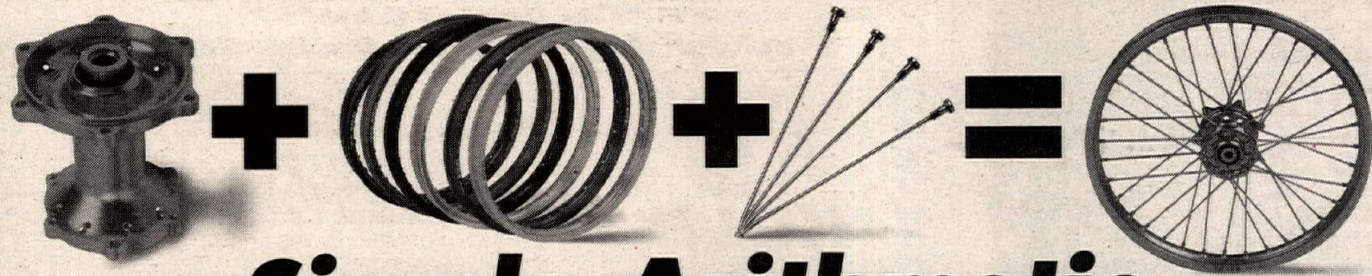
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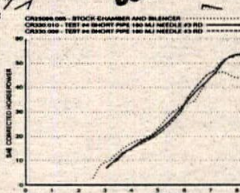
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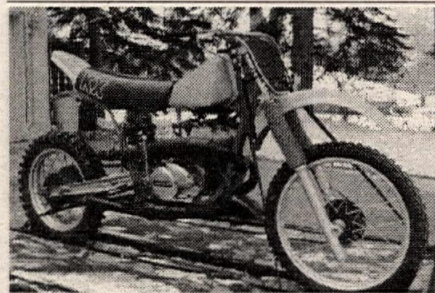
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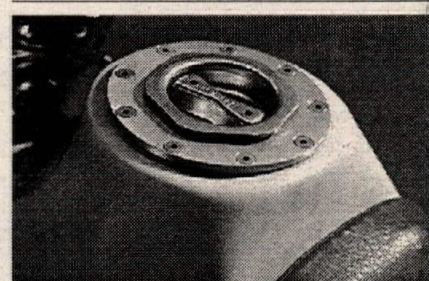
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Whew! We can finally catch our breath now that the 1997 AMA Supercross Series takes its first break since its explosive start four weeks ago in Los Angeles.

I'm not exactly sure whether or not I'm surprised that Jeremy McGrath hasn't won yet. After all, history has proven that it's not always easy to switch teams and bikes and continue winning like nothing has happened, but then again, McGrath is the four-time Supercross Champion who won 14 out of 15 main events last year.

But you have to hand it to him. McGrath is dealing with his thus-far winless season like the true champion he is. He's not panicking, nor is he making excuses. Instead, McGrath is maintaining his cool, keeping focused on the series points and taking everything in stride. Finishing 15th at the opening round wasn't what he had in mind, but he dealt with that blow quite well. And wasn't it ironic that it was his former Honda teammate Steve Lamson who took him out twice in one lap that brought about his double-digit finish? McGrath certainly could have gone on and on about that, but he didn't. He knew Lamson did not do these things on purpose. Instead, he looked on the bright side of things. "Hey, I got the holeshot, I'm stoked about that," McGrath said.

His third-place finish at LA II was a big step in the right direction, and so were his two runner-up placings later on at Phoenix and Seattle. Again, second place isn't his ultimate destination, but you would be hard-pressed to tell that by looking at the expression on McGrath's face after those races. He's always smiling. He even gave Henry a big congratulatory hug after his rival's second win of the series at Seattle.

McGrath is a class act.

Perhaps the biggest surprise of all so far is Doug Henry. Who would have thought he'd be leading the supercross series points standings after four rounds? Obviously, not us. You won't see his name among the top five in our annual preseason supercross predictions. Nor will you Larry Ward's, who is currently second.

It's not that we didn't think both riders have the talent, but both riders were coming off injuries going into the '97 season. Ward had injured his ankle during the off-season and wasn't even

expected to ride the opening round, let alone finish third.

Henry's situation was a little bit different. He had broken his back in '95 and, although he had gotten on the comeback trail last year, he never showed signs of the Henry of old, the Henry who had previously won two 125cc titles. That was until the remaining few rounds of the 250cc Nationals last year. But was he truly back? Evidently, he is. Welcome back, Doug.

There have been plenty of other surprises and bizarre happenings as well, like Greg Albertyn winning the opening round, but, actually, that wasn't too surprising - he was due. And then there was Brian Deegan winning his first 125cc supercross main, then - in celebration - launching his bike off the finish-line jump without him on board. The AMA wasn't too happy about that, nor were the folks at ESPN who did not like seeing their film crew purposefully at risk from a pilotless motorcycle and made their feelings known about it at the riders' meeting the following week at Phoenix. The 45,000-plus spectators liked it, though. After all, their well-being wasn't in danger. AMA referee Ron Crandall fined Deegan \$500 which created quite a stir. You see, for Crandall, Deegan's maneuver hit just a little too close to home. Many years ago, Crandall was mowed over by Ron Lechien's crashing motorcycle at the Anaheim Supercross and was left with a broken leg and a permanent limp. Crandall does not like seeing any unnecessary risks taking place on the infield, and he made that point quite clear.

And then there's Frenchman David Vuillemin winning the 125cc main at Seattle. The folks at Team Chaparral must be shaking their heads. Both Deegan and Vuillemin are former Team Chaparral riders. During the off-season, Deegan left to join Team Moto XXX, and, due to sponsor disputes, Vuillemin and Chaparral parted ways just before the opening round at Los Angeles.

Vuillemin, unfortunately, is heading back to Europe for the GPs and is kissing second-place points in the series standings goodbye. But, rest assured, we haven't seen the last of him.

Some of the surprises haven't been all good, at least for the riders involved. Kawasaki's Damon Huffman and Ryan Hughes have had lots of luck thus far - all bad. Poor starts and crashes, not to

mention a sore knee, have slowed Huffman's efforts, and food poisoning and a seized motor haven't helped Hughes' cause any. Despite turning in an outstanding performance at Phoenix, Hughes has all but written off the SX series, instead looking toward the 250cc outdoor Nationals and a fresh beginning. And who could blame him. He's currently tied for 10th with, of all people, Huffman, only 49 points in back of Henry. In this day and age, that's a long row to hoe even with 11 rounds left to go.

Even though Jeff Emig has one win to his credit, he hasn't quite lived up to a lot of people's expectations. Many predicted that if it wasn't McGrath leading the series, it would be Emig. Reason being that Emig is coming off a spectacular year-end finish in the '96 250cc Nationals, where he beat McGrath head-to-head for the title. Furthermore, a World Supercross title in between would certainly give Emig even more confidence and would come out swinging in the '97 AMA Supercross Series, or so you'd think. Emig did land a knockout punch at Phoenix, but otherwise, the 250cc National MX Champion is off to another lackluster, or perhaps cautious, start. He's currently fourth in the series.

Lamson, Team Honda's lone soldier, seems to be trying a little too hard, as evidenced by his eighth place in the series standings. It's probably because of those big shoes he's trying to fill. Lamson has shown he has the speed to win but crashes, two of them coming in the first turn, have relegated him to ninth in the series - so far. However, Lamson, like McGrath, is a champion and certainly has the talent and capabilities to turn things around. He's done it before.

While it might be true that Team Honda isn't having one of its better SX series, you probably won't have to feel sorry for them for long, because Honda has always had the knack of producing champions, seemingly at will. Remember when they lost seven-time champ Rick Johnson to an injury in 1989? Many people thought Honda's reign was over, but his replacement Jeff Stanton gave Honda six championships, and when he retired, McGrath came along and gave them another five. Who will it be now? Scott Sheak, perhaps?

Rumors have it that Honda is consid-

ering putting Sheak in the 250cc class for the outdoor Nationals. Makes sense to me. It certainly would seem strange for Team Honda not to be represented in the premier 250cc class in the Nationals, and Sheak certainly would be capable of representing Honda well. Last year, Sheak nearly won a 125cc moto at the series opener at Gainesville as a privateer, so just think what he's capable of doing at the same track, but on a full-on factory-prepared motorcycle. This would be a good year for Sheak to break into the 250cc class.

Honda's decision to keep Lamson in the 125cc class in the outdoor Nationals makes perfect sense, too, especially now that McGrath has jumped ship. Lamson has been the fastest 125cc rider in the country the past two years and he's got two titles to prove it, so why not keep Lamson on a 125 for one more year? By keeping Lamson in the 125cc class, it will give Honda at least one very realistic chance of winning a title this year. And that would mean an awful lot to Honda, because the last time Honda went a full year without at least one major motocross/supercross title to its name was in 1981, some 16 years ago. That's a pretty impressive streak and one worth continuing. Team Yamaha's Kevin Windham would like nothing more than to be the spoiler.

Obviously, the AMA Supercross Series is certainly enjoying one of its best starts ever. The questionable back-to-back LA events proved to be successful, and who would have thought that Phoenix would pull one of the largest SX crowds ever? Seattle had one of its largest crowds ever, too, and in just four events, we've seen three different winners and three different brands of motorcycles represented on the top step of the podium. Had Ward hung on to his lead in Seattle, it would've been the first time since 1976 that four different riders on four different bikes won the first four main events of the series. They were: Tony DeStefano (Suzuki), Jimmy Weinert (Kawasaki), Jimmy Ellis (Can-Am) and Marty Smith (Honda).

Luckily, this break is a short one, and when the series resumes on February 15th in Indianapolis, we'll get our first look at the 125cc East Coast competitors, and who knows what that will bring? **CN**

LOOKING BACK...

30 YEARS AGO... FEBRUARY 22, 1967

It was announced that the **Tecate Grand Prix** would be returning in '67 after a five-year hiatus due to previous riots. The GP was billed as the "Poor Man's Catalina GP"...Young **Lon Peterson** won the 4-Aces Moose Run near Mojave, California, on a Triumph, besting **Charles Gates** on a Bultaco and **Reed Price** on a Triumph after 90 miles of racing...Honda-mounted **Sammy Tanner** won the 15-lap main event at the Ascot Park Short Track in California. **Cal Rayborn** finished second on a Harley-Davidson and **Jim Odom** got third on a Suzuki. Harley-Davidson-mounted **Dick Mann** won the 10-lap Consolation Final over **Paul Conserriere** on a Ducati and **Clyde Litch** on a Honda...**Stu Marshall** won the Masters class at the SCTA English Trials in Little Rock, California, on a

Triumph. **Jim Wilson** and **Bob Kulek Sr.** finished second and third, respectively, also on Triumphs.

20 YEARS AGO... FEBRUARY 23, 1977

The Husqvarna team of **Larry Roesler** and **Rolf Tibblin** beat everyone to the finish at the 340-mile **SCORE** Parker 400. **Tom Kelly** and **Bob Balentine** finished second overall, first 250 on a KTM, the 250 Husky-mounted team of **Rick Finger** and **Ric Secor** finished third overall and **Mitch Payton** and **Jeff Kaplan** took their Husky 125 to 11th overall and first 125...**Bob Grossi** and his Open-class Suzuki put a stop to Yamaha's plan of winning all three Pro classes for the second consecutive week at the Florida Winter AMA MX Series in St. Petersburg by beating **Rick Burgett** in both motos. Factory Yamaha riders

Broc Glover and **Bob Hannah** kept up their end of the deal by winning the 125cc Pro and 250cc Pro classes, respectively...**CN** took a look at "bike-packing" through the Sierra Nevada Mountains, including the Mammoth area. **David Emde** won the 250cc and Open GP classes at an AFM Road Race at Ontario Speedway in California. In the Open Superstreet class, Kawasaki-mounted **Wes Cooley** beat Ducati-mounted **Cook Nielson** and BMW-mounted **Reg Pridmore** in a pre-Daytona showdown.

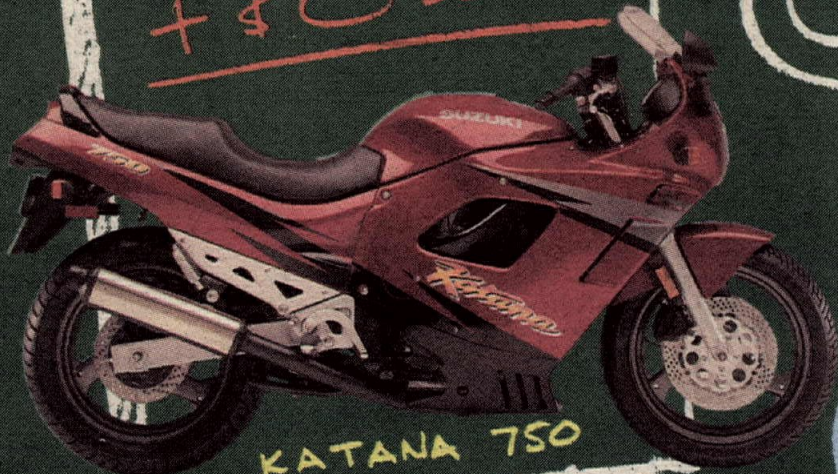
10 YEARS AGO... FEBRUARY 25, 1987

Team Honda's **Rick Johnson** stopped **Jeff Ward's** win streak by winning the San Diego Supercross over another local favorite, Kawasaki's **Ron Lechien**. Honda's **Micky Dymond** fin-

ished third while Ward finished seventh after two previous wins. Honda-mounted **Kyle Lewis** won the 125cc class, followed by **Eddie Hicks** and **Lowell Thomas Jr.** on Kawasakis...Cagiva-mounted **Doug Dubach**, Suzuki's **Willie Surratt** and Honda's **Brian Myerscough** won the 125, 250, and 500cc Pro classes, respectively, at the sixth round of the CMC Golden State Nationals at Sunrise Cycle Park in Adelanto, California...**CN** conducted an interview with road racer **Calvin Rayborn III**...Husky's **Dan Smith** made the first step toward winning his second consecutive AMA National Hare & Hound Championship when he took the win at the first event of the year in Fremont Valley, California. Honda-mounted **Dan Ashcraft** finished second and **Dale Knapp** finished third on a Husky. **CN**

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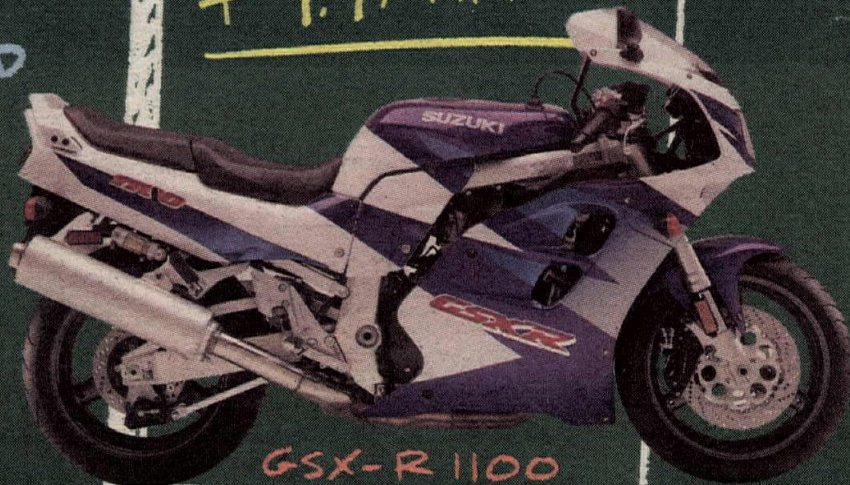


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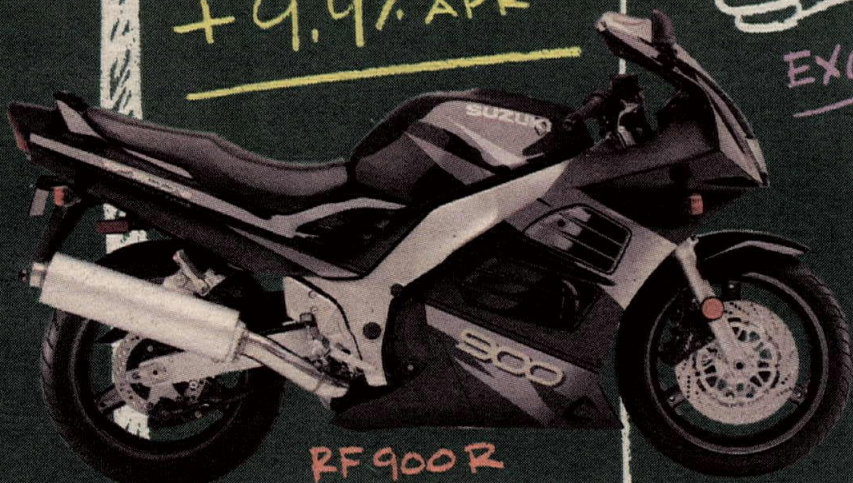


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